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Offshore

EXPLORATION · PRODUCTION · TRANSPORTATION

VOL. 2 JUNE, 1955 NO. 4

Special in This Issue

Offshore Lease Map In Color ..... Insert

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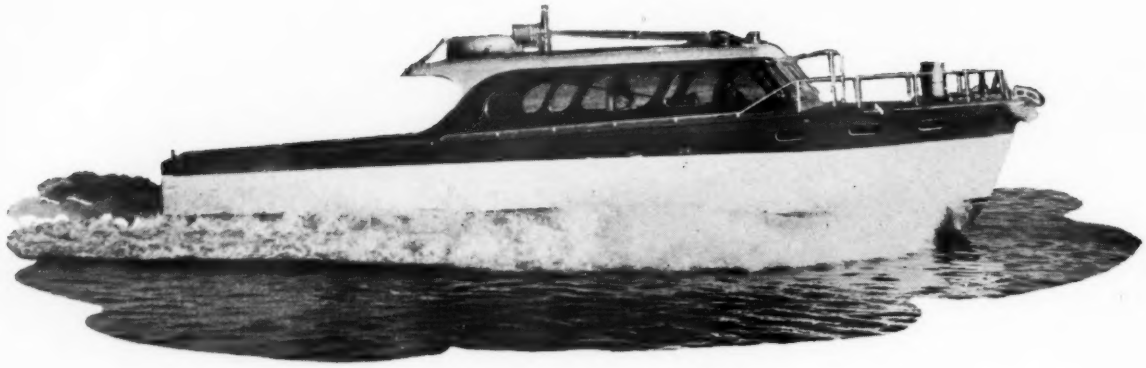

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Way offshore . . .

With the Publisher

We've got more ideas than a bachelor at an old maid's convention.

The map insert in this issue is an example. It's about the handiest gadget anybody's come up with in a long time. We'll bet a plugged peso you see it thumb-tacked to walls in every marine oil operations office up and down the coast.

There's been a need for something like it for a long time. It's information that every offshore operator should have right at his fingertips—but it's been about as hard to come by as a good anticline with oil synclined up its stratigraph.

Actually, it was dreamed up by Douglas Maginnis, our New Orleans representative. Doug collected information from a few dozen sources, consolidated it, and the map is the result. We plan to publish a bunch more maps. Doug is already working on three or four more, and each one will be just as pertinent to the offshore picture.

Incidentally, you will also find in this issue a list of leases for which a bonus of $1 million or more was paid. We threw it in because we have a liking for big figures.

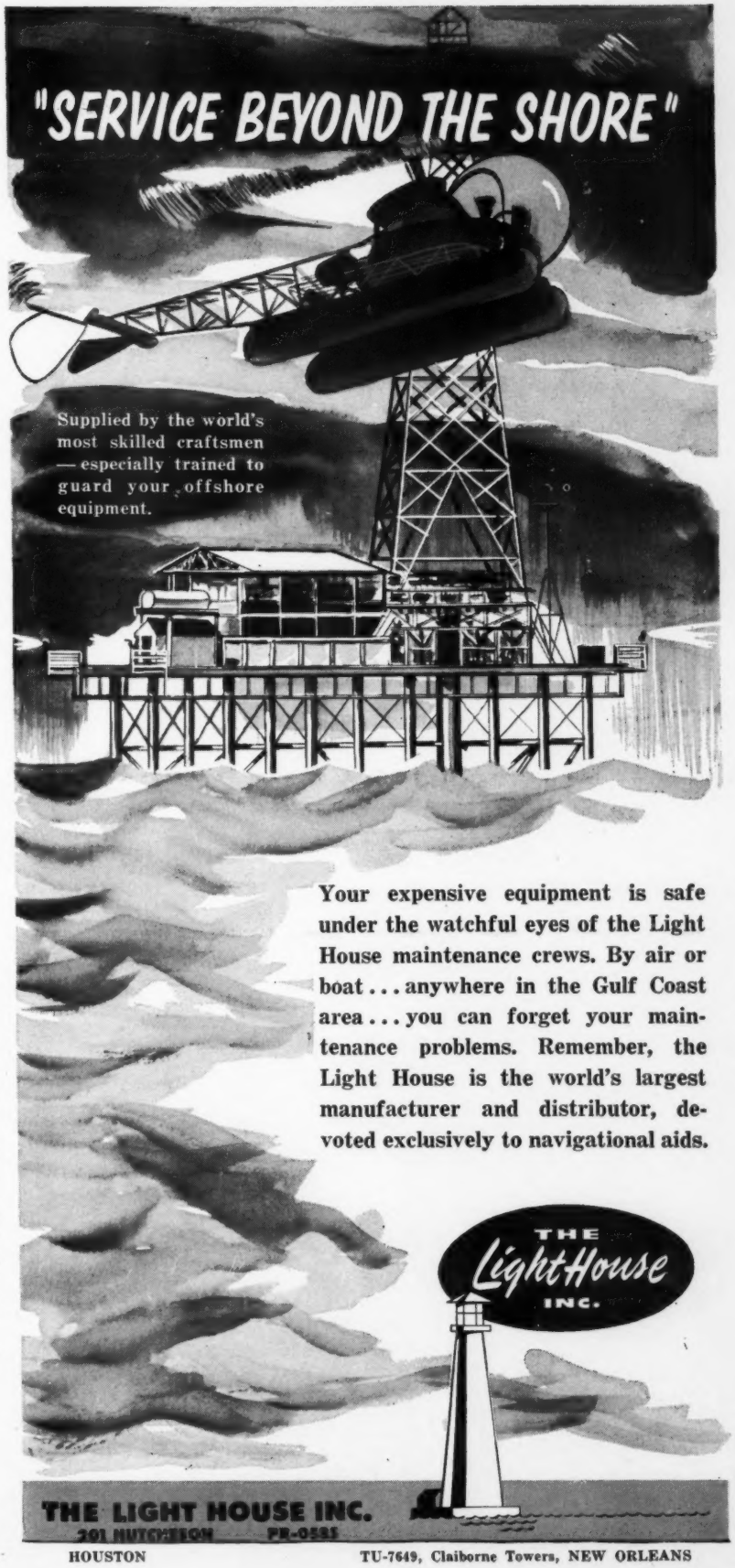
And while we're about it, we might as well explain another new department—The Inventor's Corner.

People are always approaching us with new ideas. We think we've looked over plans for more new-type drilling barges and similar equipment than anyone else in the business.

Not that we know much about it. We personally have difficulty in replacing the doorknob on the bathroom door when it comes off. But you fellows know, and we think you're interested in new ideas. So from time to time we'll publish data on new inventions, with schematic (or phlegmatic) drawings.

If you've invented anything lately, just sent it along . . .

Long John Latham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Letters to the Editor

To the Editor:

Just finished leafing through the May issue of OFFSHORE (I like that cut down title) and couldn't resist dropping you a short note to say that it is by far the best you have put out yet.

J. A. SMALL

To the Editor:

Please send us 15 copies of (your) March issue . . .

E. H. CRANE
American Tidelands, Inc.

To the Editor:

We wish six (6) additional copies of your January, 1955, issue . . .

WAYNE H. DEAN
Vice-President and
Manager of Operations
Zapata Off-Shore Company

To the Editor:

Having seen one issue of your publication . . . I ask you to enter my subscription for a year. I will appreciate receiving . . . the issues already published.

ARNE B. HOLT
Port Washington, L. I.

To the Editor:

One of our engineers brought us back from a travel the issue No. 7 (March, 1955) of your periodical . . . and we found it of great interest. We wish therefore to subscribe to it from the No. 1 of Volume 1.

R. CRILLY
p.p. General Manager
Dept. Head, Laboratoire
Dauphinois D'Hydraulique
Grenoble
Boite Postale 52

To the Editor:

It has been called to our attention that your cover for your current (April) issue . . . was produced by Bert Brandt. As sales director for Bert Brandt and Associates, it would be of value to have a copy of this cover for my picture folder with his work for TIME, LIFE, THIS WEEK and others.

This particular picture has received many favorable comments in the oil industry, so we are especially pleased to discover you had chosen it for a cover picture.

VIRGINIA S. ALLEE
Bert Brandt and Associates
3704 Garrott
Houston, Texas

Editor's note: It was an outstanding picture—one of the best we have ever run!

To the Editor:

Attached please find my check . . . to cover a subscription to your publication.

Congratulations on your fine attempt to present an informative as well as illustrative coverage of the colossus we know as "Offshore . . ."

TOM H. HUGHES
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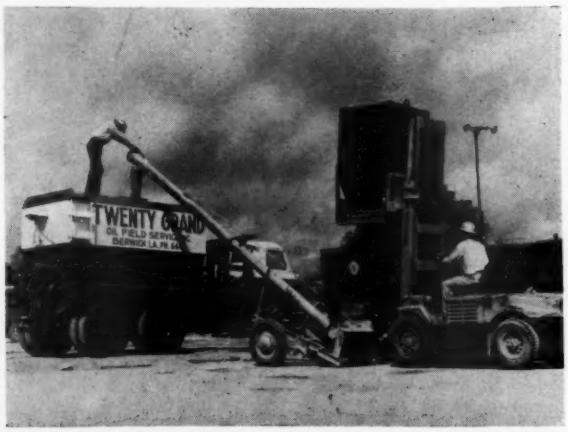

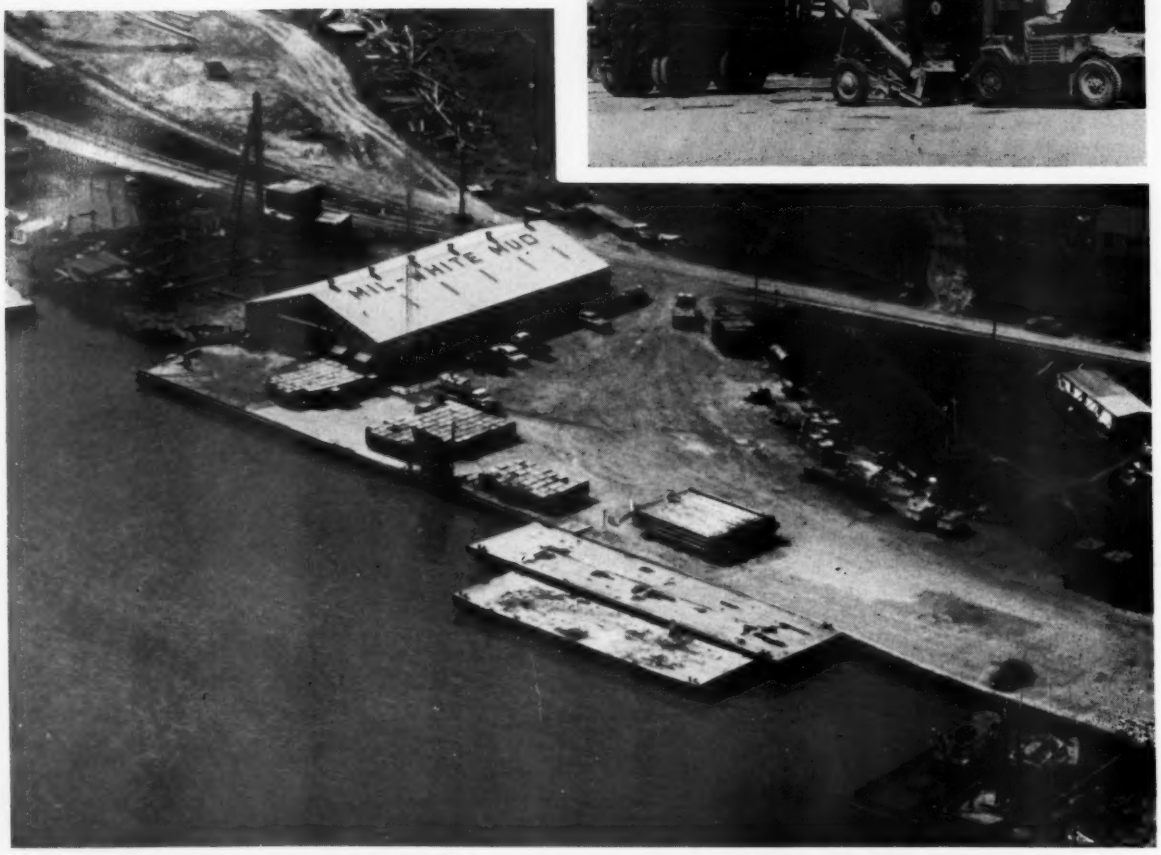

Pictured above is Twenty Grand's plant on the waterfront at Morgan City. A separate installation serves the Cameron, La., area. Top: Twenty Grand maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

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Government regulations and . . .

The Offshore Industry

WHAT EFFECT has the Phillips Gas Case had on the offshore?

The answer is simple. It has almost completely curtailed development drilling in areas where a gas discovery has been made. With the threat of government regulation hanging over their heads, offshore operators have no way of knowing what the price of natural gas will be. They do not know if they will be allowed a fair profit. Therefore, they are drilling only those wells necessary to validate offshore leases.

The oil industry has proven itself ready to take immense risks, to expend enormous sums of money in exploring the potential of the offshore. The industry has already spent over $600 million in the offshore, with a return of perhaps 25 percent on the investment (See OFFSHORE, May, 1955). If the industry is to continue to pour money into the offshore, the gas-producing segment of the industry must be allowed to operate without the restraint of government regulation.

The prices of fuels with which natural gas is competing are not regulated. Public utilities do not run the tremendous risk inherent in the development of new natural gas reserves. In short, if government regulation is imposed on natural gas producers, the action will be plainly discriminatory.

The question has been asked: Will government controls assure the consumer a continuing adequate supply of natural gas at reasonable prices?

The supposition is pure fallacy. The incentive to find and develop new sources of natural gas is dependent upon receiving a fair price for the product. The government might lower prices and stimulate demand, but the action would react adversely on supply. While the demand rises, the supply would inexorably dwindle. In the end, the cycle would swing back in the opposite direction and inadequate supplies would result in even higher prices to the consumer.

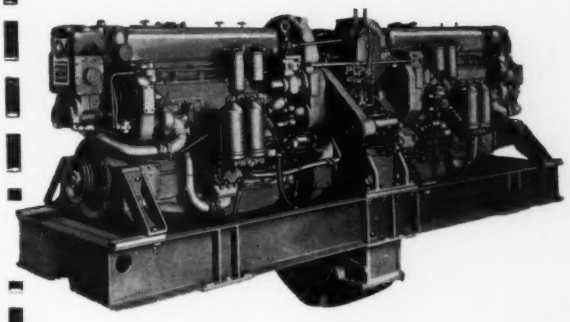
No one can discount the enormous importance of offshore reserves to our national economy, nor the tremendous risk of searching for new sources of natural gas in a terrain overburdened by a vast body of water. Unless the offshore operator is assured a reasonable profit, he cannot afford to take the risk—nor will the government be able to regulate the finding of new gas fields.

A court decision has done what wind, weather and the threat of hurricanes have failed to do—it has brought to a virtual standstill the search for new natural gas reserves offshore.

The Editor

GM GENERAL MOTORS DIESEL POWER

TANDEM TWIN POWER (By George)



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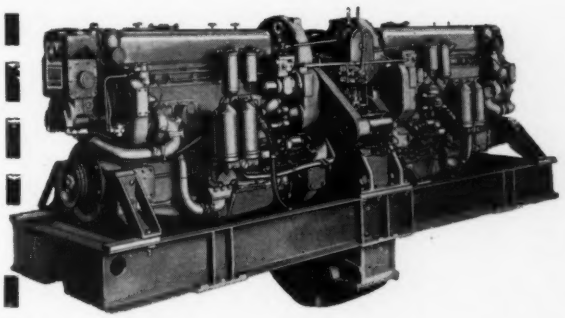

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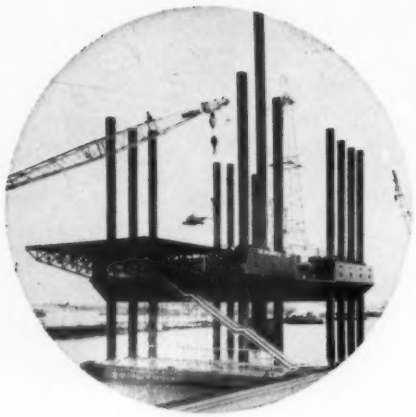

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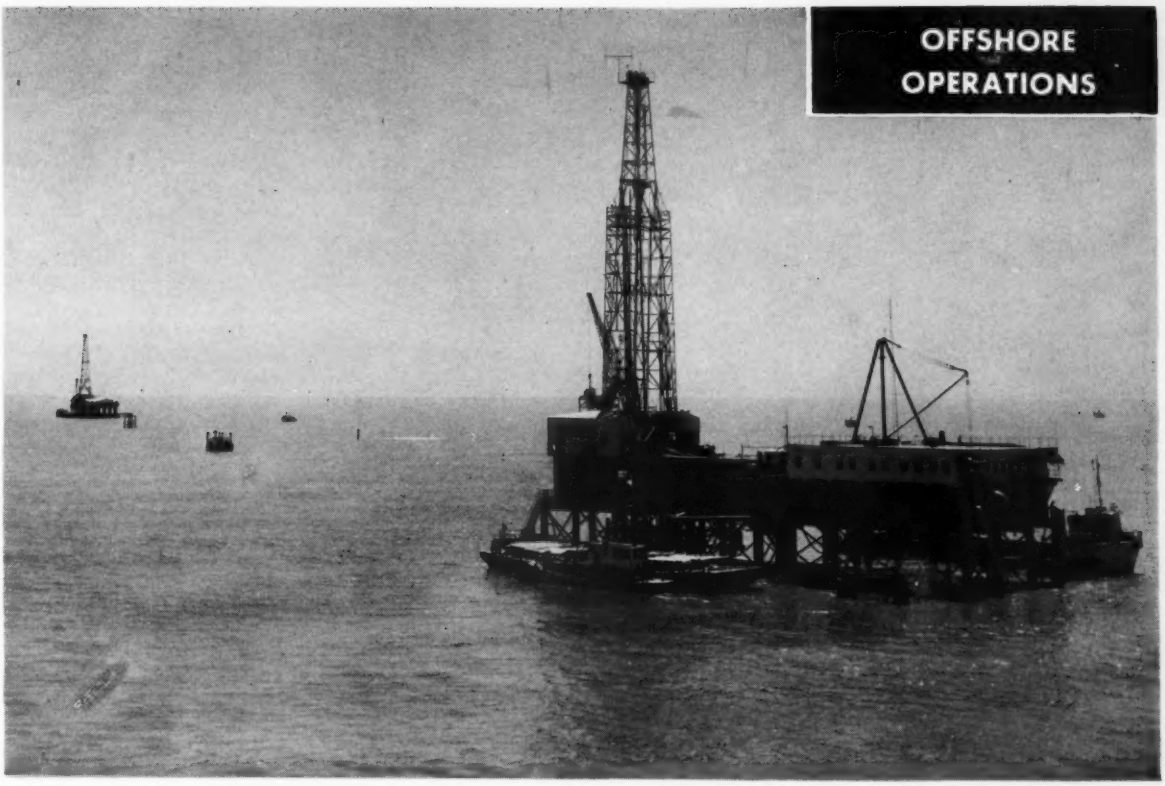


The "John Hayward"

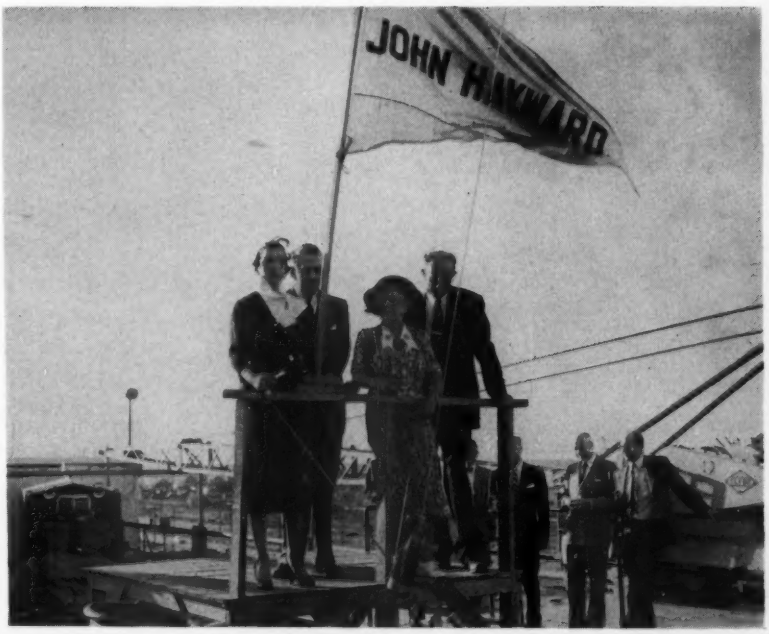
ODECO Commissions Second Drill Barge

Mobile unit, named after designer, is now drilling for Shell in 24 feet of water off coast of Louisiana

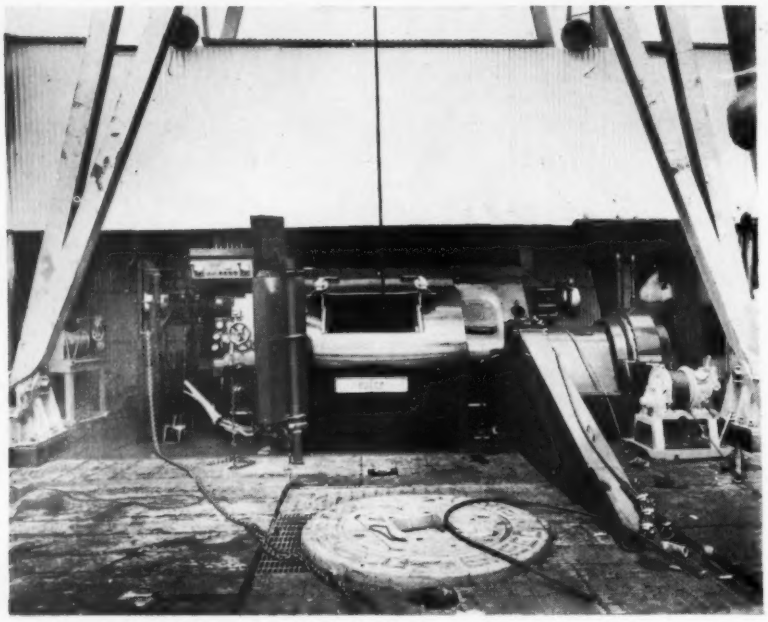
The Ocean Drilling and Exploration Company has commissioned and put into service its second drill barge for operation in open waters of the Gulf of Mexico. The mobile unit **John Hayward,** built by Alexander Shipyard of New Orleans, is now on its first offshore location, drilling a well for Shell Oil Company in 24 feet of water in Block 16 of the Cameron area, off the coast of Louisiana.

The **John Hayward** is similar in design and construction to Odeco's Mr. Charlie (See OFFSHORE, April, 1955, page 13) which successfully completed six oil wells in as many months in the South Pass Block 27 Field off Plaquemines Parish, La. The new mobile rig is capable of operation in water depths up to 30

(Continued on next page)



Top: This unique photo shows both the JOHN HAYWARD (in the foreground) and MR. CHARLIE on adjacent locations in the Gulf of Mexico. Above: A twin ribbon cutting ceremony took place at the christening of the JOHN HAYWARD. Shown from left to right are Mrs. and Mr. John H. Hayward of St. Louis, Mo., and Mrs. and Mr. John T. Hayward of Clearwater, Fla. Mr. John T. Hayward is the barge's inventor.



A view of the 1600 hp drawworks, showing rotary table in foreground and driller's stand at left.

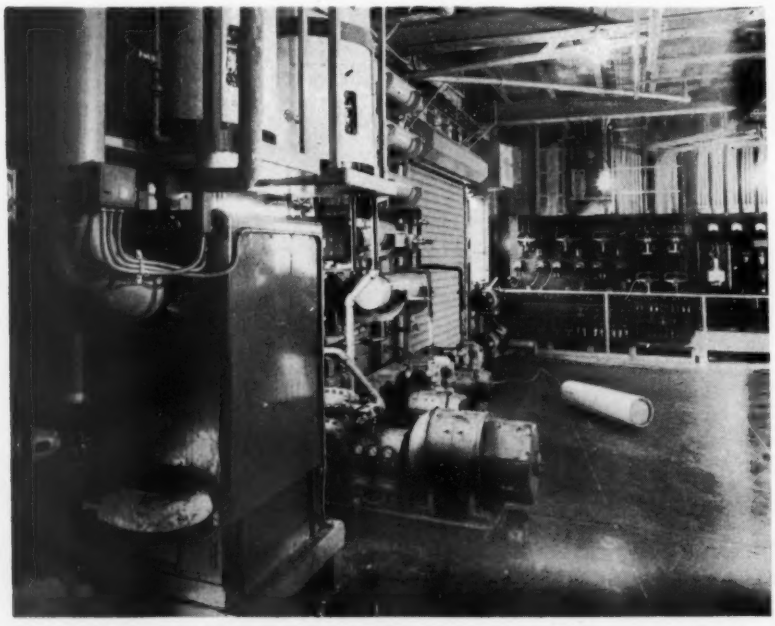
feet, and of drilling to a depth of 18,000 feet below the ocean floor.

Slightly smaller than **Mr. Charlie,** the **John Hayward** is 60 ft. x 180 ft. with two 30-foot extensions on each side of the submersible barge hull. The huge floating platform weighs 3,500 tons. Designed to operate in shallower water depths than **Mr. Charlie,** it differs from **Mr. Charlie** in other respects. Whereas the engineroom on **Mr. Charlie** is in the submersible barge hull, it is on the upper deck of the **John Hayward.** The double bulge-type derrick of the **John Hayward** allows more pipe to be stacked and has more space on the drilling floor.

In operation, the **John Hayward** is towed to an offshore location and sea water is allowed to flow into the barge hull, causing it to sink slowly to the floor of the Gulf. Big stabilizing pontoons, attached to the sides of the barge, are locked into position against the ocean floor, giving the barge complete immobility during drilling operations. One compartment of the submerged hull is sealed off from the flooded portions of the barge and contains auxiliary motors and equipment. A ladder leading down through a 30-foot steel cylindrical column permits workmen to go down into this space while the barge is submerged.

The conductor pipe is centered in a slot 42 feet long by 20 feet wide in the aft end of the submerged barge. Directly above the drilling slot, and affixed to the steel deck of the superstructure, is the hinged base of the jack-knife type derrick. When the barge is in position for drilling, the derrick is raised into position and locked. It towers 142 feet above the top of the superstructure and has a capacity of one million pounds.

The new Odeco drill barge is extremely mobile. After drilling in one spot, it can be quickly and easily refloated and moved to a new location. It is named after John T. Hayward of Clearwater, Florida, the inventor.



The JOHN HAYWARD main switchboard and distribution panel. Heating and air-conditioning equipment are shown at left.

Ingalls Converting Drill Barge For Kerr-McGee

The Ingalls Shipbuilding Corporation, of Pascagoula, Miss., will convert Kerr-McGee Oil Industries' shallow-water drill barge **Rig 35** for deep water operation.

Rig 35 has a riveted hull, and at present will drill in water depths of 10-12 feet. Construction has already started on a new hull, columns and superstructure, complete with pontoons, which will be similar to those on Kermac's Rig 44. Air-conditioned quarters will be provided for the crew. The completed unit will be capable of operation in water depths of 30-35 feet.

Rig 35 measures 142′ x 69′ x 13′6″. The side pontoons are 146′ long x 11′ wide x 10′ deep. The base of the mobile unit is approximately 96′ wide with pontoons attached. Height from the hull bottom to the machinery flat is 55′.

The drilling rig on Kerr-McGee's current **Rig 35** is an Oilwell 96-S, with three GM quads on the drawworks. The 140′ x 30′ derrick has a 952,000 pound capacity, and a 14′4″ derrick substructure. The unit has a 350 ton stringup, with twelve 1¼″ lines.

Rig 35 will be equipped with Halliburton cementing unit, Oilwell mudpumps, well-logging unit, and all other auxiliaries and accessories necessary on a sea-going drill barge.

It will be delivered by Ingalls to Kerr-McGee about October 1.

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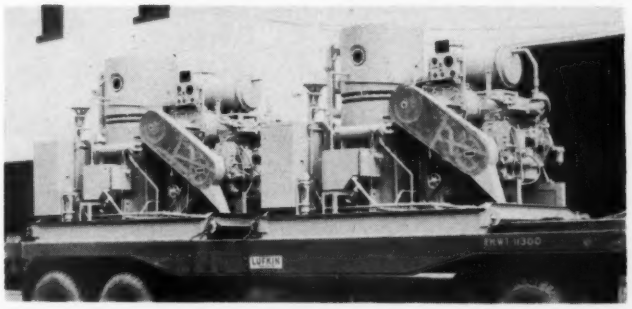

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A marine drilling platform off the coast of Seria, in the British-protected State of Brunei. The field onshore is approximately eight miles long by a mile wide, occupying a narrow coastal strip between the China Sea and the jungle.

Oilfields of Borneo

Drilling In The China Sea

By GEOFFREY KERR
The British Malayan Petroleum Company

- **BMP brought in its first offshore wells before World War II**
- **Vertical and deviated wells drilled from artificial steel islands, plus high-angle deviated wells from the beach out under the sea bed, highlight present intensive exploration program**

OFFSHORE oil production—in the sense of winning oil from beneath the bed of the South China Sea—is a fairly old story at Seria, The British Malayan Petroleum Company's oilfield in the British-protected State of Brunei, Borneo. But only during the past two years has special attention been paid to the prospect of locating an extension of the existing oilfield beneath the shallow coastal waters of the State.

Seria oilfield, which was located in 1927 after nearly 20 years' prospecting, was first brought into production in a small way in 1931. By the time of the Japanese occupation of Borneo production was running at about half a million barrels a month: the field was recovered from the enemy in a badly damaged condition in June, 1945, and an immediate start was made to expand it out of all recognition. The existing field reached its present output in 1951, when a daily output of 100,000 barrels was attained.

The oilfield occupies a narrow coastal strip in western Brunei, and runs about eight miles, a mile wide, between the China Sea and the jungle. It is built almost entirely on swampland cleared of jungle, sandfilled and consolidated, and is at present a more or less self-contained modern town housing about 400 European and 6,500 Asian oil workers and their families—an overall population of around 17,000.

Drilling out beneath the bed of the China Sea began some years befor the outbreak of World War Two. But it was only a limited operation meausured against today's activities, and consisted of a few deviated wells drilled out from rigs mounted near the sea beach, and a number of wells drilled from boardwalks running fifty or a hundred yards out into the sea.

Many of these wells are still producing today—indeed, a costly new boardwalk has only recenly been built to make it possible to service one little group of wells which have been producing since 1939. The new boardwalk is the third of its series, for the Borneo climate is so hot, salt and humid that metal structures have in the past had an incredibly short life (especially when erected in the sea). Post-war developments in cathodic protection, protective paints, and the like, are being applied to today's structures to lengthen their life.

Three techniques introduced at Seria during the past two years are expressive of The B.M.P. Company's determination to locate and produce new oil sources beneath the sea, if such exist.

The first is a costly program of drilling vertical and deviated wells from artificial steel" islands" mounted in the sea about a mile offshore. Four wells, all producers of one sort or another, have already been drilled from the first of these marine plat-

forms. Another platform has almost been prepared for spudding-in, a third is in an advanced state of construction, and a fourth, somewhat smaller, is being built to drill a little closer inshore.

A probably unique feature of the first three marine platforms at Seria—they are spaced along the coast at four and two mile intervals—is the fact that they are serviced by aerial ropeways. The China Sea is temperamental, especially at certain seasons of the year, and boat communication with a platform even a mile offshore becomes uncertain. So minor platforms have been positioned on the sea bed between the drilling platforms and the shore, A-frames have been erected on these, and the cables for the ropeway cars have been strung beneath them.

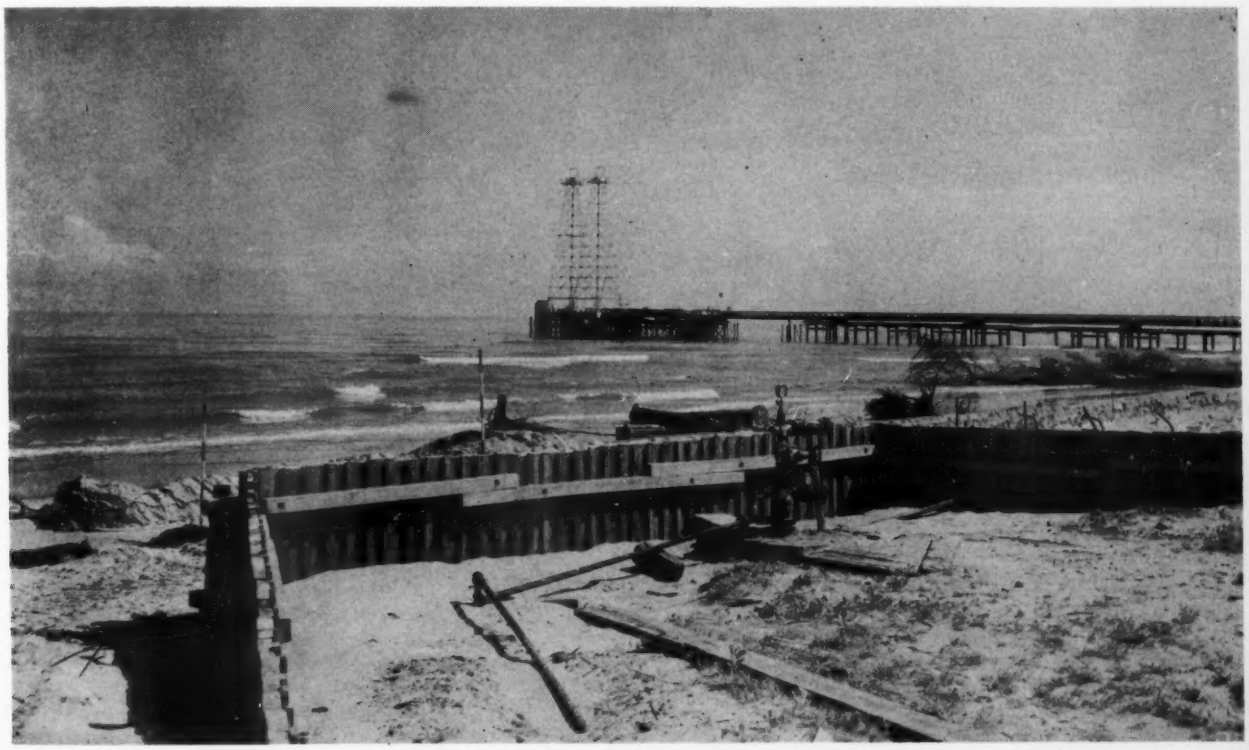
Transport along the ropeways is provided by diesel-engined "locomotives," which haul themselves along the main transporter wires. Winch gear is incorporated in the "locomotives," enabling them to lift and carry passenger cars, fuel tankers, or freight slings and pallets along the wires—singly, of course.

Really heavy components of the drilling rigs mounted on marine platforms are positioned by cranes mounted aboard a war-pattern L.C.T. specially detailed for this work: but the ropeways can carry loads up to five tons, and regularly do so.

Soon after the first marine platform was completed, it was proposed to apply radio control to the ropeways serving the new platforms. It was thought that much of the weight of the diesel "locomotive" could be saved if the driver were provided with electronic gear controlling propulsion machinery located on shore. Borneo's climate intervened, and it was found

(Continued on next page)

Wells close to the shore are serviced by boardwalks. The Borneo climate is so hot, salt and humid that metal structures have in the past had an incredibly short life.



Two types of coastal wells at Seria. Erosion by sea in low-lying Seria is a constant anxiety. Producing wells which began their life considerably inside the field are now on the beach.

The China Sea is temperamental, and boat communications often uncertain. This aerial ropeway services a marine platform in the offshore field. "Locomotives" haul passenger cars, fuel tankers, and freight slings and pallets along the ropeway.

that humidity and other factors made the radio control apparatus unreliable. This gear is currently being overhauled and possibly re-designed: meantime, the new ropeways are being operated by the same system as the prototype.

The four wells completed from the first marine platform range between four and nine thousand feet: they were drilled by an Ideal 50, one from each corner of the platform, one vertical and three deviated. The platform was supplied with mud and water via pipelines laid along the sea bed, the same pipelines being used for production purposes when drilling was completed. Similar arrangements will apply to the new platforms.

No particular troubles or snags were encountered during the drilling of the first four marine wells, the only noteworthy point being their coolness (as compared with shore drilling rigs). and the attraction the "island" apparently presented to schools of porpoises, which regularly maneuvered around it.

The second offshore drilling development at Seria is not a new technique, although it is fresh to British Borneo. This is the drilling, just commenced, of a series of high-angle deviated wells from the beach out beneath the sea bed. Angles up to 51 and 53 degrees have been attained in only 2,300 feet of hole—and in the unusually swift time of nine days from starting to rig up to pulling out.

This high-angle drilling has been undertaken entirely without benefit of outside consultants, and has become adopted at Seria as a matter of routine by now.

The third development is a seismic survey of the coastal waters of Brunei and nearby Northern Sarawak, which was recommended early in April, 1955. An ex-British Navy corvette, s.s. "Seislim" has been chartered, with an operating crew, from a seismographic contracting firm. She will "shoot" a large area of sea bed. and is provided with a helicopter platform from which the logs will be flown ashore, almost irrespective of the weather, for early interpretation and, where necessary, swift amendment of the vessel's survey program. B.M.P. has chartered two helicopters from an American firm to act as messenger-boys for this service, and also to improve communications with wildcats being drilled in the jungles of the Borneo hinterland. The oil company already operates its own fleet of light, medium and amphibian aircraft for communications work of this nature, but helicopter operations will substantially reduce the cost of preparing landing strips in the bush, or patrolling and clearing jungle rivers to enable water-'planes to land.

No survey of the offshore drilling operations now current in British Borneo would be complete without mention of this: erosion by the sea is a constant anxiety at low-lying Seria, and a seven-mile long "dyke," on Dutch lines, is being built to protect the coastline. Within the past few years, however, the sea has made such inroads that producing wells which began their life considerably inside the boundary of the field are now on the beach. Some, around which protective walls have been built, even form small peninsulas of their own when the tide is high!

A campaign of exploration and wild-catting in the interior of British Borneo is being pursued with vigor by B.M.P. and its associated Shell Group companies in the area, but no substantial new oil reserves have been located on land since the end of the war. High hopes now attach to the sea-drilling program, although a considerable time must elapse before it can be determined whether significant new reserves are present.

John Mecom Buys Drilling Firm

John W. Mecom, independent oil operator of Houston, Texas, has purchased the Cron & Gracey Corporation, also of Houston, a veteran oil drilling firm. The purchase price has not been disclosed.

All outstanding stock was purchased by Mecom. One of the company founders, Lon H. Cron, will remain on the board of directors, along with Mecom, Mrs. Mecom and Max Prather.

The company, which owns four drilling barges, will continue in the contract drilling business. Earle C. Hellums, one of the former stockholders, will remain in charge of drilling operations, and W. H. Martin—also a former stockholder—will continue as office manager. No personnel changes are anticipated, according to Mr. Mecom.

Cron & Gracey Corporation was organized in 1939, but E. J. Gracey and Lon H. Cron had long been partners in the drilling industry. Turned over to Mr. Mecom, along with the drilling barges, was a fleet of attendant boats and service equipment.

Society Of Exploration Geophysicists Hold Meet

Approximately one thousand geophysicists attended a two-day meeting of the Gulf Coast Regional Society of Exploration Geophysicists, held this month in San Antonio. A total of 26 papers were presented on such subjects as offshore exploration and the application of electronics to geophysical data reduction.

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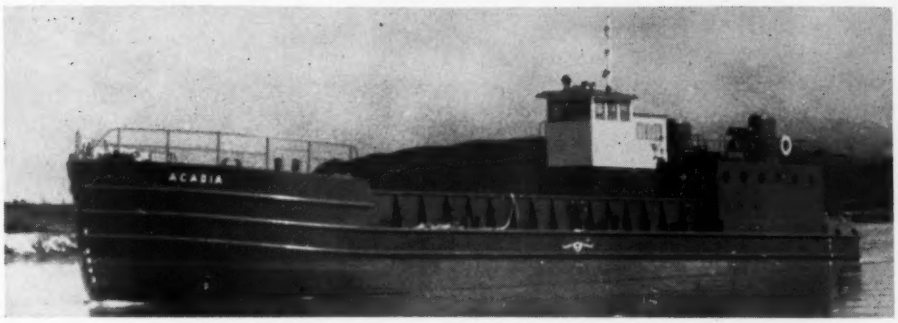

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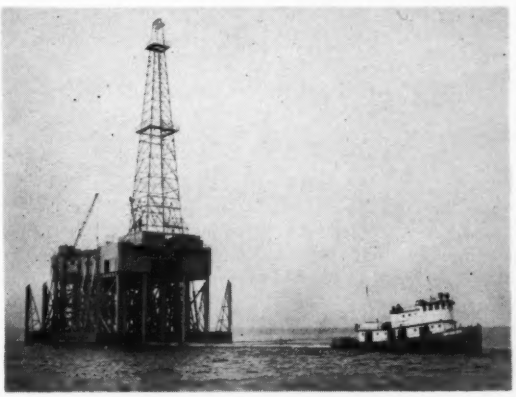

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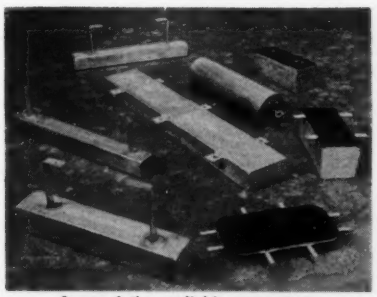

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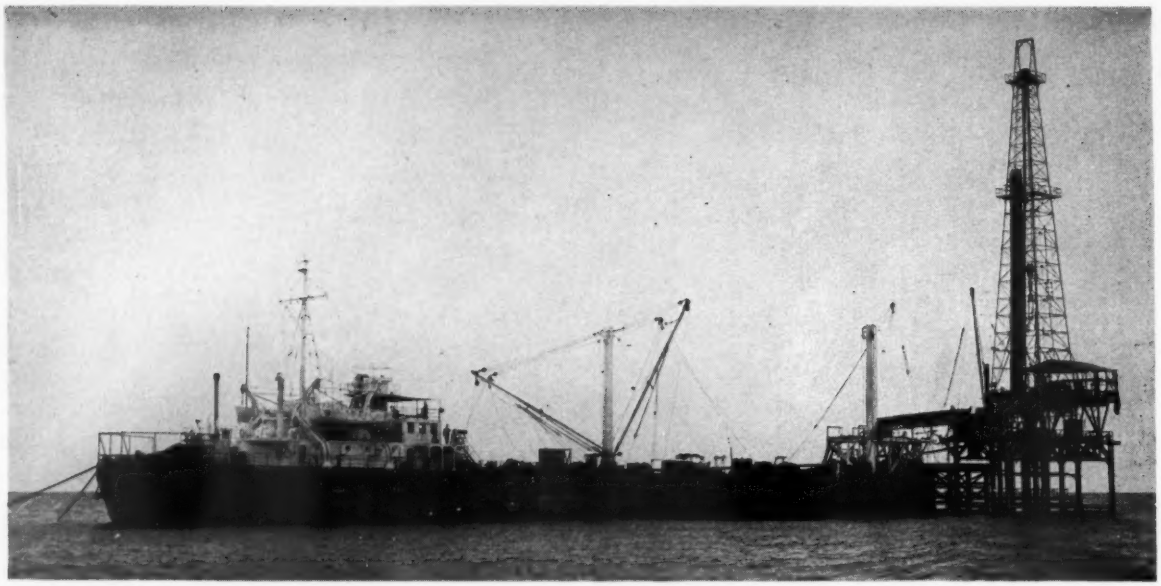

Drilling tenders such as the one shown above have storage facilities for drill pipe, casing, mud, cement—everything needed for a drilling well. On self-contained structures such as the one pictured opposite, the same storage is provided on the platform.

Mud Practices In Offshore Drilling

by CHARLES BOUDREAUX*
Baroid Division, National Lead Company

With the recent improvement in the tidelands situation, offshore drilling activities have been increasing at a fast pace in all sections of the Gulf of Mexico. As this offshore drilling covers an extensive area, it is apparent that many new drilling mud problems will be encountered.

This article deals with the drilling techniques and mud practices of the section of the Gulf of Mexico known as Eugene Island, Ship Shoal and South Pelto. These areas are off the Louisiana coast bordering the parishes of Iberia, St. Mary and Terrebonne.

The different fields so far discovered in this drilling area are believed to be structures of the piercement type salt dome or deep-seated salt dome. These salt domes have caused numerous faults, making almost every well drilled an exploratory venture.

The formations drilled are geologically young and consist of poorly cemented sands and mud making shales called "gumbo." Production is found in undifferentiated formations of the Upper Miocene.

Drilling mud practices and techniques in Gulf Coast offshore drilling are in many ways similar to those encountered in the inshore Gulf Coast drilling. However, the necessity of drilling from platforms, contending with weather conditions and drilling many directional holes poses problems alien to inshore drilling.

The majority of the operators in this section of the Gulf are drilling from platforms that are serviced by auxiliary drilling tenders. Usually the platform will consist of the substructure, derrick, draw-works, engines, rotary, one stand-by pump, mud pits and other miscellaneous equipment necessary to operate for a short length of time in case bad weather forces the auxiliary tender to pull away.

* Baroid Service Engineer, Morgan City, Louisiana

TABLE I

Casing:	Depth	Size
	200′	24″
	800′	16″
	5,200′	10¾″
	12,000′	7″

Mud:	Depth	Mud Weight lb/gal	Viscosity Funnel API	Filter Loss API
	0-3000	10.0—10.5	34—45	
	3-5000	10.5—11.0	40—48	10—12cc
	5-7000	11.0—11.5	40—48	5—6 cc
	7-9000	11.5—12.0	45—50	3—5 cc
	9-10,000	12.0—12.5	45—55	2—3 cc
	10-11,000	12.5—13.5	55—65	2 cc
	11-12,000	13.5—14.5	60—70	1—2 cc
	12-13,000	14.5—15.5	65—70	1—2 cc
	below 13,000	16 —18.5		

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These tenders, which are converted YF barges and LST's, contain the main mud pumps, mud pits, pipe racks, storage for dry mud, cement and other supplies. They also provide comfortable living quarters and mess and recreation facilities for the drilling crews, supervisory personnel and service company personnel.

A typical offshore mud system will consist of two main pumps and a mud mixing pump located on the tender. These pumps can be driven individually by diesel engines or through compounds. There is also the stand-by pump located on the platform which makes a total of four mud pumps available for use.

The active mud pits consist of one large pit (600-800 bbl) on the tender and two smaller pits (100-150 bbl each) on the platform. The mud pits are equipped with conventional jet type mud mixers or electric stirring type mixers. There are also two large reserve pits (1000-1200 bbl each) located on the tenders.

The two main pumps have suction in the active mud pits on the tender and discharge the mud to the standpipe on the platform. The return mud from the hole will flow back to the tender and repeat its cycle.

Weather is an important factor to consider in offshore drilling. In order to maintain continuous operations, considerable planning on transportation and the necessity of keeping large supplies of mud and chemicals are mandatory.

Mud and chemicals are delivered to the tenders by self-propelled barges and LCT's and are unloaded by stiff-leg derricks. This becomes a difficult task whenever there is a sea greater than two feet. At certain times of the year, seas of two feet and over may last for more than a week at a time. This makes it essential to keep adequate supplies of mud and chemicals aboard the tender at all times. Most operators in this area keep a stock of 5,000 to 8,000 sacks of weight material and a supply of chemicals that will last several weeks. The depth and condition of the hole will also influence the quantity of materials kept on hand.

The majority of these operators are using sacked weight material but a few have installed equipment for handling bulk weight materials. Bulk mud is delivered in containers holding 5000 lb, the equivalent of 50 bags.

The first well drilled from a platform is usually a straight hole and additional wells are drilled directionally. From four to six of these directional holes are drilled from one

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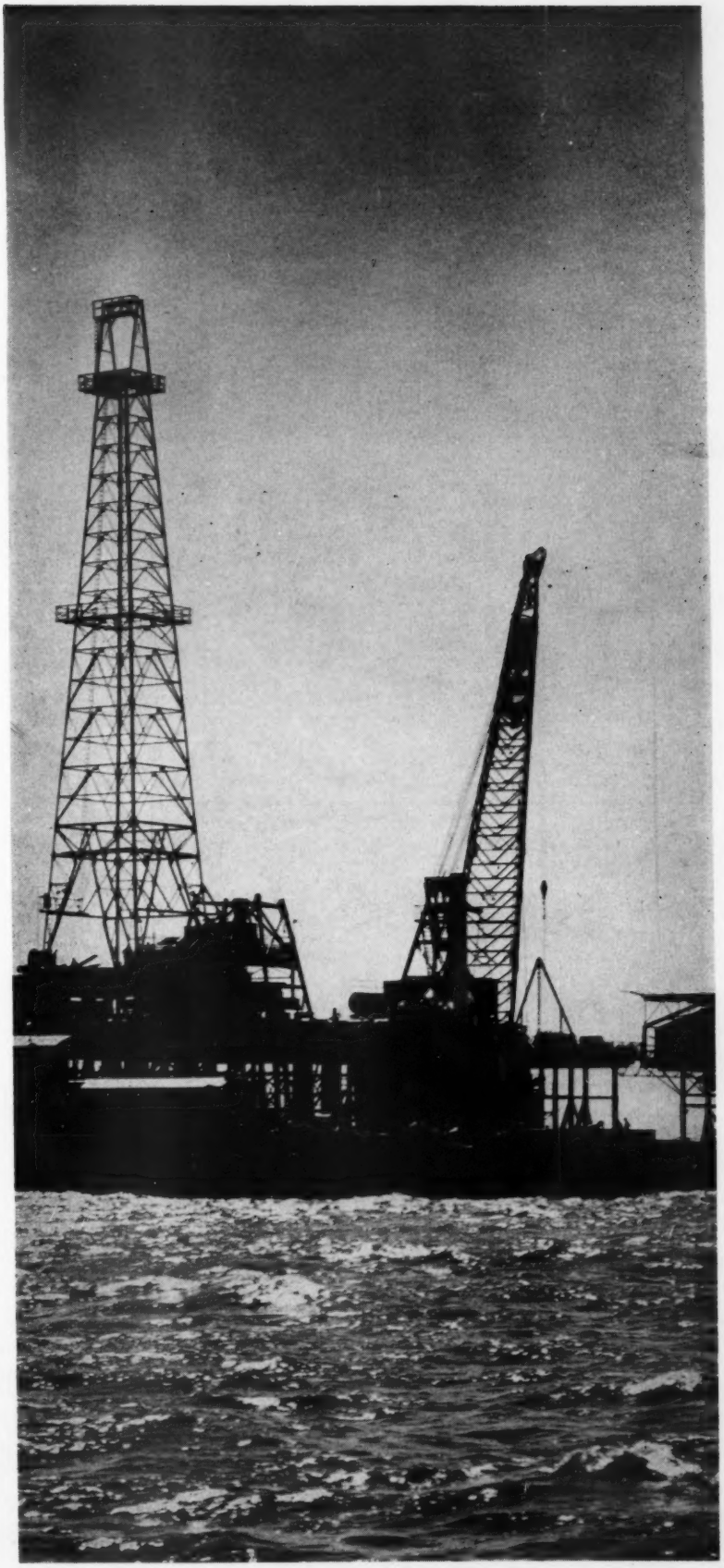

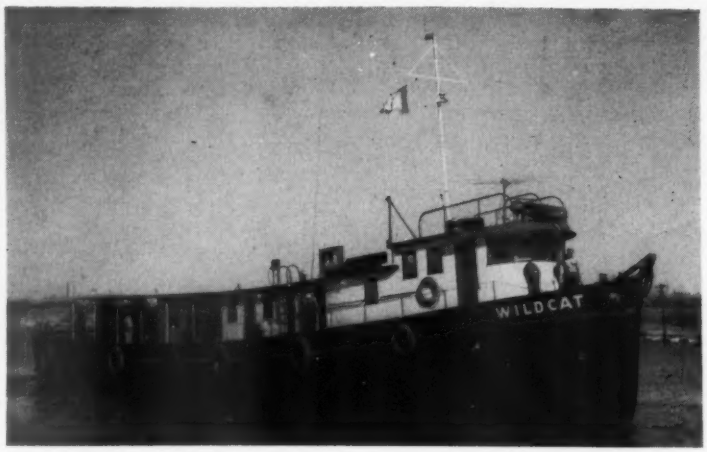

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Mud Practices . . .

platform. Carefully engineered and planned mud programs are essential for drilling the directional holes. The oil emulsion lime muds play an important role in directiolaly drilled holes enabling the drillers to reach their target in less drilling time and with fewer fishing jobs.

The Gulf Coast offshore operators require that mud engineers be on the job or in the vicinity at all times. Because of the long trip out to the platforms by boat, operators would be unable to get an engineer out to the locations in time to help in case of a sudden mud problem.

The mud programs in this particular area start generally with an Aquagel base mud treated with polyphosphates or caustic-Tannex to drill to about 5000 feet. The first string of protective casing is usually set at about this depth. The mud weight and filter loss are not too important at this depth so a large stream of water is constantly added to the mud to control the viscosity while drilling is in progress. Too great a built-up of native solids retards the drilling rate to some extent.

At any depth below 5000 feet, the formations may change completely. Formations are harder, abnormal pressures are encountered, sloughing shales and salt water flows may occur. Any of these conditions, needless to say, would call for immediate changes in the mud program.

At this depth, a 5000-foot string of casing is set, and the mud is converted to a lime-base mud. If the hole is directionally drilled, diesel oil is added and emulsified. The percentage of oil in the mud varies from 8 percent to 14 percent, depending on the operator's preference. Some operators are using a combination of graphite-oil emulsion instead of the oil emulsion only to further reduce the torque. The graphite-oil emulsion mud is still being tested and definite conclusions as to its benefits have not been made.

The oil emulsion mud has proved its ability to reduce torque, minimize twist-offs, reduce the falling tendency of certain shales and improve fishing operations.

As stated previously, each well drilled in the Gulf is considered a wildcat as far as the mud program is concerned. Mud programs are correlated from adjacent wells but cannot be relied upon too closely. The drilling craws are constantly kept on the alert for lost circulation, salt water flows and gas-cut mud which may be encountered at any depth. Table I (See page 18) shows a typical casing and mud program.

(Continued on page 35)

Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. Barnsdall-Hayward Design, 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	17-18′	On CATC location, Block 84, West Delta area
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44	29′	Drilling for Forest Oil Co., Block 4, East Cameron
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	20′	Drilling for Shell, Block 6, South Pass Area
California Company 11′ x 60′ x 140′, with four 3′ x 10′ x 35′ pontoons	S-44	12′	Under repair, to return to Main Pass Area, La.
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ cassions	Mobile Unit No. 1		Leased to Humble, at Grand Isle
The Offshore Company Delong Design, 13½′ x 117′ x 220′, with 14 6′ cassions	Mobile Unit No. 2		Commissioned Feb. 1, Contract drilling for Humble
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"	37′	Drilling for Humble off Grande Isle
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	40′	Drilling for Shell, Port Aransas, Texas
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward"	24′	Drilling for Shell, Block 16, Cameron area
Penrod Drilling Company Levingston Design, 10′ x 72′ x 220′, drydock with rig in place	—		Leased to Phillips, drilling Phillips & Kerr-McGee Well, Block 27, Breton Sound

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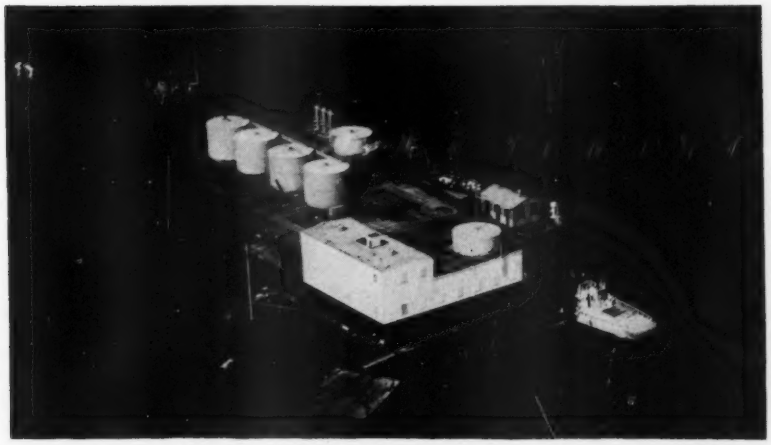

First drilling platform built by Humble Oil & Refining Company on Block 18, off Louisiana's Grand Isle, was this large, self-contained unit. Converted for production use, Platform "A" now has three oil wells and serves as a terminus for new gathering lines.

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Tin barrels aid . . .

Pipelining In Crawdad Country

TGT's new 57-mile Pecan Island pipeline will serve Rollover Field, adjacent areas onshore

TENNESSEE Gas Transmission Company has just completed a 57-mile 20-inch gathering line from Kinder, La., to Pecan Island that will serve the offshore Rollover Field as well as adjacent areas onshore. The line is unique in that tin barrels were utilized in laying operations instead of side-boom tractors and other heavy equipment.

In the swamps of deep South Louisiana, heavy equipment would soon be swallowed up and become cellars for crawdads. Therefore, the pipeline had to be floated during construction. But it also had to sink and stay sunk when put into operation—when it would normally float because of buoyancy of the gas in the pipe.

To lick this problem, TGT yard-coated the pipe at a central spot. In

Above: Tin barrels were used to float sections of pipe along the water-filled ditch. Left: The cement coating is extended over a weld area.

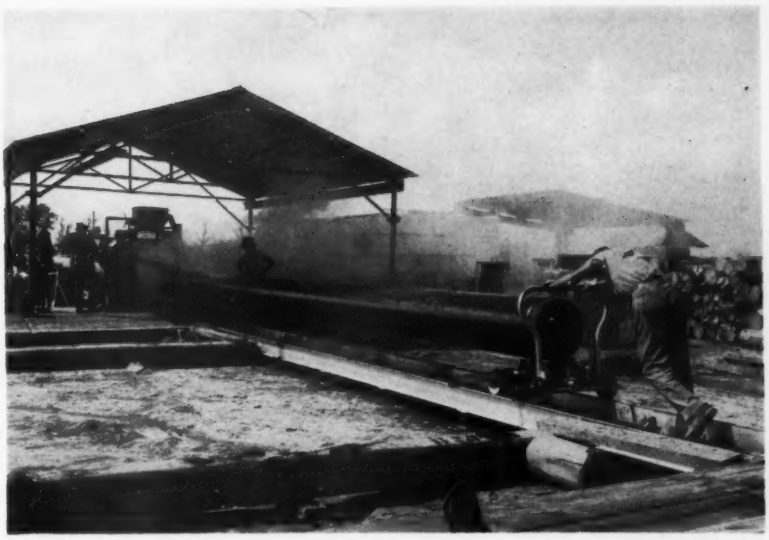
addition to tar, it took 22,228,460 pounds of concrete to weigh down the 26 miles of pipe that went under water. After coating the pipe was delivered by boat to an island on the right-of-way. There the sections of pipe were welded together, and the joints coated.

And that's where tin barrels proved handier than side-boom tractors. The barrels were attached to each length of pipe to make it float. The pipe was then pushed off the island, out along the underwater ditch, a length at a time. When a section was floated into place, a boat was sent out with men to cut the barrels lose. The line, weighed down by its heavy concrete coating, sank into the ditch, and the construction crew moved on to another island.

The line links up with the sea-going pipeline of the Marine Gathering Company of Houston, which runs straight out from shore some 10 miles to the Rollover Field in the Gulf.

Tennessee Gas may vastly extend its pipeline network in south Louisiana. The company has proposed to the Federal Power Commission that it build $56 million in pipeline and compressor facilities, including an extension of its gas gathering system into prolific southeast Louisiana and Mississippi River delta areas which now have insufficient market outlets.

Made part of the application were 87 gas supply contracts with 57 producers in 64 Louisiana and Texas fields.



Top: Yard-coating of the 20-inch pipe at Lake Charles, La. Center: Applying hot asphalt to the freshly welded pipe, preliminary to pouring on concrete coating. Below: A section of the 20-inch feeder line, buoyed by barrels, is pushed into the marsh from an "island."

Washington

Boundary Dispute Renewed

Justice Department claims Louisiana boundary extends seaward only three geographic miles

ATTORNEY General Herbert Brownell has filed a motion with the nation's high court, asking a ruling that Louisiana's seaward boundary extends only three geographic miles into the Gulf of Mexico—not three leagues or 10½ statute miles as claimed by the state.

The move by the Justice Department follows a protest telegraphed to the Louisiana mineral board after the recent sale of offshore leases by the state. In this sale, Humble Oil & Refining Company bid a whopping $7,660,111 for a 4,687-acre tract near the mouth of the Mississippi River, and Interior Secretary Douglas McKay immediately wired the board protesting granting of the lease.

McKay said sale of the lease by the state encroached on submerged lands under federal jurisdiction—meaning lands beyond the 3-mile seaward boundary. Louisiana, on the other hand, contends that its seaward boundary extends three leagues offshore—and in places as much as 30 miles into the Gulf of Mexico.

In disputing this claim, Brownell pointed out that under the Submerged Lands Act of 1953, Congress reserved to the federal government the right to develop the submerged lands of the outer continental shelf as far out as 100 miles at sea. He defined Louisiana's seaward boundary as extending 18,228.30 feet into the Gulf instead of the 55,440 feet claimed by the state.

While it is generally conceded that both Texas and Florida have a legal right to a seaward boundary of 10½ miles, because of conditions under which the states joined the Union, anxiety has been expressed in both states as to governmental interpretation of this right.

The Justice Department, meanwhile, denies consideration of litigation affecting any other Gulf state.

It is noteworthy that some of the tracts being offered by the Interior Department at the submerged lands lease sale next July 12 are within the 3-league or 10½ mile boundary claimed by Louisiana. Coupled with action taken by the attorney general, it is apparent that the federal government is pressing for a showdown in its boundary dispute with the state.

In 1954 the Interior Department asked for bids on tracts off the Louisiana coast, and the state immediately announced a sale for the same date and duplicating 88 tracts which the department had offered for lease. After a conference between state and federal officials, the state called off its sale and the Interior Department withdrew offered acreage within the 3-league limit.

Presidential Authority On Imports Hailed As Victory

Congressional action giving President Eisenhower authority to hold imports within the '54 relationship to domestic production has been hailed by independent oilmen as a solid victory.

The U. S. Senate voted presidential power to restrict imports into the reciprocal trade agreements act. A. P. King, president of the Texas Independent Producers and Royalty Owners Association, urged immediate action on the part of the president to reduce the level of imports so they would not exceed the '54 level. He also pointed out that regardless of restrictive action, independent oilmen were in a better bargaining position with regard to the next session of Congress.

"Skin Diving" Goes Scientific

An activity which gained popularity as an unusual sport is now proving its worth as a useful tool of industry. L. E. Borgman, left, and B. M. Krieger, of Shell Oil Company, are shown checking their diving gear before going down in 48 feet of water off the Texas coast to check the Gulf floor beneath the big mobile drilling platform, "Mr. Gus."

On their upper bodies the divers are wearing porous rubber jackets as protection against the cold. They are holding an air cylinder which provides the underwater air supply. In left foreground is a water-tight face mask, and at right are swim fins. Shell's oceanographers and engineers have learned skin diving techniques to make observations and measurements of currents, soil conditions, corrosion, sand abrasion and other factors which affect the location and operation of the ever-increasing fleet of offshore drilling rigs.

New Code For Offshore Pipelines Proposed

Changes in regulations governing right-of-ways for pipelines transporting oil, gas and sulphur from submerged lands of the outer continental shelf have been announced by the Interior Department.

Based in part on recommendations of a special committee of the oil and gas industry, the new regulations will cover submerged lands lying seaward of the boundaries of the coastal states and extending to depths of 100 fathoms.

Coastal states have jurisdiction of pipeline right-of-ways from their seaward boundaries to the shore.

California

Drilling Bills Draw Ire Of Shore Protective Group

Bills now pending before the state legislature, proposing the leasing of 2 million acres of tidelands by the state and the use of offshore platforms for development drilling, have drawn the ire of the California Shoreline Protective Association.

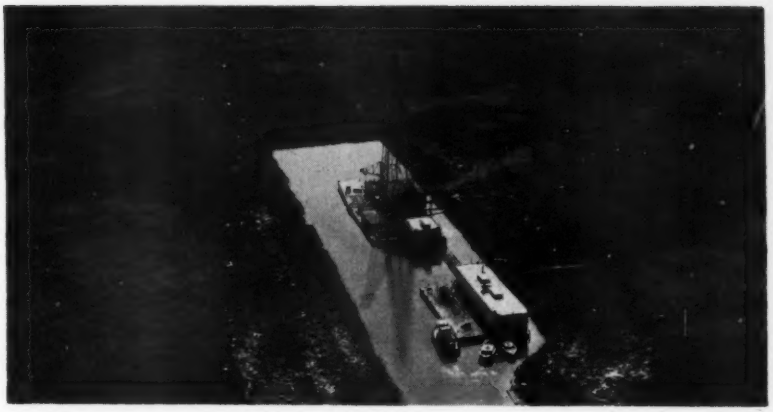
Pointing out that the 1938 law governing tidelands regulation provided a royalty of 25 percent be paid the state from oil taken from the beaches, H. B. Martin, president of the association, said the new bills would reduce the royalty to 16⅔ percent on proven land and 12¼ percent on unproven land.

Most of the 2 million submerged acres proposed for leasing is unproven land.

Martin also added that "beaches would be ruined from above Santa Barbara to the Mexican border, and beach homes would be made virtually worthless."

The bills were introduced by Assemblyman Joseph C. Shell of Los Angeles.

The bills have been passed by the assembly, and sent along to the senate. In the event they are passed by the senate—which seems probable—the liberalized legislation may finally give oilmen a chance to explore and develop oil deposits that are known to extend under the Pacific. But further delaying action, in the form of court suits and injunctions, are expected. To date, most offshore oil in California has been tapped by directionally-drilled wells from land-based drilling sites.



Not all marine oil operations are in the Gulf. A channel was dredged to float this drilling barge and quarter boat to a drill site in South Louisiana.

Canada

First Barge Operation To Spud In

Lake St. Clair wildcat will be first well drilled in Canada by a drilling barge

A WILDCAT to be spudded in about June 1 in the Lake St. Clair, area northeast of Detroit, will open a new chapter in Canadian oil history. The test will be made by the drill barge **Lake St. Clair**—and will be the first drilling barge operation in the northern nation. A wildcat into two horizons, it may be the deepest well ever drilled in the Lake St. Clair area.

The wildcat will be drilled by Houston contractor Harold L. Strader for Lake St. Clair Gasfields Limited, a Toronto, Canada, syndicate. C. C. Huston, immediate past president of the Canadian Institute of Mining and Metallurgy, and A. E. Johnson, a mining and geophysical engineer, represent the group and will direct drilling operations. The syndicate has a license to explore approximately 100,000 acres along the lake's south shore. After its exploration, the firm will be permitted to retain 36 square miles as a drilling block.

The **Lake St. Clair** will be used to drill ten or more offshore exploratory wells, testing five or six of the gravity meter anomalies in the acreage. Production will be sought from the Guelph-Salina formation (reefs) in the Silurian Age, from 2,200 to 2,500 feet, and from the Trenton Lime (Ordovician), a fractured lime expected to be from 2,900 to 3,400 feet. Both formations have been productive onshore in the vicinity.

The tests will probably be the deepest ever drilled in the area, as the deepest production is from 3,000 feet. Nearby production, in the Dante Field, is as shallow at 225 feet.

Lake St. Clair is cradled between two fingers of Canada's Ontario province. They are separated from Flint, Michigan, above the lake, by the St. Clair River, and from Detroit, on the south, by the Detroit River.

The land fingers are extensions of a promontory formed between Lakes Huron and Erie. Much of this promontory has been productive in oil and gas. Oil was first discovered in Ontario in 1861.

The wildcat location is offset inshore by Dover Field, discovered in 1917, productive in both gas and oil at 3,000 feet from a faulted syncline structure. It was drilled, as were most of the other wells in the area, by cable tools. There have been some offshore wells in Lake Erie, but they were drilled, also with cable tools, from pier-supported towers. The syndicate's wildcat is believed to be separated from Dover Field production by a major fault.

To reach the Lake St. Clair location, Mr. Strader took the drilling barge from Houston to New Orleans and up the Mississippi River into the Illinois River, then into the Chicago Sanitary Canal (formerly the Chicago River), through the city of Chicago and into Lake Michigan. The drilling barge traversed the length of Lake Michigan, turned east through the Straits of Mackinac into Lake Huron, and moved south to the St. Clair River which feeds the lake of the same name. Lake St. Clair is located be-

(Continued on next page)

tween Lakes Huron and Erie.

The drilling barge **Lake St. Clair** is 122' long, 32' wide and has an 8' draft. It carries a medium-depth drilling rig—4 to 5 thousand feet—and can operate in about 20 feet of water, which would be five miles offshore in Lake St. Clair. Its superstructure and mast were not erected until the location was reached, to allow clearance under Chicago's low bridges.

Louisiana

Louisiana Offshore Lands Come High

In the recent sale of offshore leases by the State of Louisiana, Humble Oil & Refining Company offered the largest bid ever received by a state or the federal government for a lease on submerged lands. Humble bid $7,660,111—or $1,637 per acre—for a 4,687-acre tract near the mouth of the Mississippi. This tops The California Company's previous bid of $6,572,000 for 6,687 acres.

The highest per acre bid is still held by Magnolia Petroleum Company, with a bid of $2,209 per acre for a 1,440-acre tract off the Texas coast.

Total bids in the sale came to over $21 million.

Humble offered $7,340,000 for an additional 5,000 acres in the South Pass area off Plaquemines Parish, plus $1,700,111 for 4,045 acres in the same vicinity. Humble's bids were on Blocks 31, 20 and 16 in the South Pass area.

The Texas Company bid $2,849,000 for 3,330 acres in South Pass Block 155. Magnolia Petroleum Company bid $1,629,500 for 4,994 acres in Main Pass Block 46.

Federal Lease Sale Set For July 12

The Department of Interior has announced its third sale of leases on the outer continental shelf. Scheduled for July 12, the sale will cover 674,095.55 acres of submerged lands in the Gulf of Mexico off the coasts of both Louisiana and Texas. The area up for leasing will extend as far as 60 miles from shore, and into waters 100 feet deep.

The bulk of the submerged lands—458,095.55 acres—is off the coast of Louisiana. Most of the lands nominated by the oil and gas industry last

(Continued on next page)

Offshore Leases With Bonus Of $1 Million Or More

Company	Block	Date of Sale	Amount Paid
WEST CAMERON AREA			
CATC	248	10-13-54	$2,256,000.00
Gulf Refg. Co.	253	"	4,003,000.00
Shell Oil Co.	249	"	1,100,000.00
Shell Oil Co.	252	"	2,600,000.00
EAST CAMERON AREA			
Gulf Refg. Co.	104	"	2,752,000.00
Gulf Refg. Co.	114	"	1,002,000.00
Gulf Refg. Co.	115	"	2,003,000.00
Shell Oil Co.	82 E ½	"	1,300,000.00
Shell Oil Co.	82 W ½	"	1,600,000.00
VERMILION AREA			
CATC	124	"	2,256,000.00
Shell	92	"	1,650,000.00
Shell	111	"	1,650,000.00
Shell	164	"	2,062,000.00
EUGENE ISLAND AREA			
Humble Oil Co.	189	"	2,155,000.00
Phillips	129/A	"	4,166,000.00
Phillips	172	"	3,666,000.00
Phillips	184	"	3,666,000.00
Phillips	191	"	5,266,000.00
Placid Oil	117 W ½	"	1,760,000.00
Placid Oil	210	"	1,300,000.00
Shell	128/A	"	1,217,000.00
Shell	176	"	1,352,000.00
Shell	188	"	3,308,000.00
Sinclair, et al.	175	"	2,519,000.00
Sinclair, et al.	190	"	4,053,000.00
Union Producing	116 W ½	"	2,750,000.00
Shell & Union Producing	116 E ½	"	1,500,000.00
SHIP SHOAL AREA			
Forest Oil Co.	149	"	6,100,000.00
Gulf Refg. Co.	150	"	5,004,000.00
Gulf Refg. Co.	154	"	6,007,000.00
Gulf Refg. Co.	173	"	3,003,000.00
Sinclair, et al.	153	"	5,519,000.00
SOUTH TIMBALIER AREA			
Gulf Refg. Co.	130	10-13-54	$1,002,000.00
Gulf Refg. Co.	133	"	1,002,000.00
Gulf Refg. Co.	135	"	2,602,000.00
Gulf Refg. Co.	151	"	1,702,000.00
Sun & Pure	N portion 119	11-17-54	3,350,000.00
Sinclair, et al.	15	4-14-53	3,127,668.00
WEST DELTA AREA			
Shell, Texas, Humble	1	12-14-54	1,420,002.00
Shell, Texas, Humble	2	"	2,240,002.00
SOUTH PASS AREA			
Calif. Co.	5	9-15-54	2,510,000.00
Calif. Co.	39	"	5,265,000.00
Shell	6	"	1,673,000.00
Shell	7	"	1,100,000.00
Calif. Co.	29 (portion)	2-16-55	6,572,000.00
Humble	22	"	3,521,520.00
Shell	21	"	6,373,000.00
Shell	30	"	2,857,000.00
Gulf & Humble	8 & 9 (N portion)	3-5-52	1,010,150.00
CHANDELEUR SOUND AREA			
Phillips	49	11-22-52	1,253,592.00
Phillips	48 (portion)	11-22-52	1,148,988.00

HIGH ISLAND AREA

Magnolia	Lg. 52 NW ¼	11-9-54	1,694,880.00
Magnolia	Lg. 52 SW ¼	"	3,180,960.00
Std. Oil of Texas	Lg. 52 SE ¼	"	1,940,000.00
Std. Oil of Texas	Lg. 68 NE ¼	"	1,780,000.99
Std. Oil of Texas	All Lg. 140	"	4,565,251.99
Magnolia	All Lg. 10	12- -53	2,609,280.00
Magnolia	All Lg. 9	12- -53	1,923,840.00
Magnolia	All Lg. 24	12- -53	1,537,920.00

MUSTANG ISLAND AREA

Tide Water Asso. Oil Co. & Atlantic Refg. Co.	Lg. Tr. 725 All	11-9-54	2,250,017.17
Tide Water Asso. Oil Co. & Atlantic Refg. Co.	Lg. Tr. 726 All	"	2,650,017.17
Gulf	Lg. 774	12- -53	3,065,880.00

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Specializing in GM-71 Sales & Service

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MARINE BATTERIES

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MORGAN CITY LOUISIANA

Federal Lease Sale . . .

March 25 are included in the sale.

Two hundred and ten tracts are being offered, ranging in size from 937 to 5760 acres.

Two previous sales of outer continental shelf leases have netted the federal government over $142 million, which includes bonus bids plus annual rentals. Over 12 million acres off the coast of Louisiana, and 8 million acres off the coast of Texas, have been mapped as potentially leasble areas.

Phillips To Drill 60 Miles Off Cameron

Phillips Petroleum Company will drill a wildcat sixty miles off the coast of Cameron Parish, La., in 90 feet of Gulf of Mexico water.

A template-type platform for the project is being fabricated by J. Ray McDermott & Company, marine contractors of Harvey, La. Company tools will be used, and the well will be spudded in about July 1.

Texas

State Receives $6 Million For 48,000 Offshore Acres

Dry holes haven't discouraged oil operators interested in the Texas tidelands. In the recent sale of offshore leases, the state received a whopping $6 million for 48,000 acres of submerged lands. Leases on 74,000 upland acres at the same sale brought in another $5 million.

The overall average ($92.85 per acre) is the highest average bid per acre ever received by the state, according to Land Commissioner Earl Rudder.

The Texas Company led the field with a bid of $1,079,680 for a 640-acre tract in the Gulf of Mexico about a mile from the city of Galveston.

Atlantic bid $1,010,075 on a tract

(Continued on page 38)

J. & S. Shipbuilding Corporation's modern shipbuilding and repair yard at Slidell, La.

COMPLETE FACILITIES!

Cleaning and Gas Freeing Plant

3 Sets of Marine Ways

300′ Graving Dock

Complete Repairs for Vessels and Barges up to 300′

Builders — Barges, Tugs, Towboats, Offshore Structures

J. & S. SHIPBUILDING CORPORATION

Charles L. Koellein, Jr., General Manager

Phone 144-145 Slidell, Louisiana

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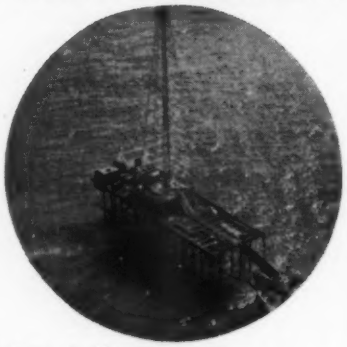
Coating and maintenance are deciding factors in whether an offshore structure will continue to be useful, or be short-lived due to corrosion. To keep down maintenance cost, the coating must be applied properly.

Vapor Honing Company, Inc. uses all known techniques to check out and insure a perfect coating job. We offer the best in corrosion protection for your offshore, swamp and Gulf Coast equipment.



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Harvey, La.

BIG AND VERSATILE!

Four of these 135-foot twin-screw all-steel welded diesel cargo boats will soon be serving offshore operators in the Gulf of Mexico. Designed to carry 3500 barrels of drilling water to offshore rigs and haul oilfield supplies, they will also do offshore towing of drilling barges and act as standby tugs. Approved for coastwise operation, they may be used anywhere in the Gulf of Mexico or Caribbean.

Now under construction at the Arnold V. Walker Shipyard in Pascagoula, Miss., two of these versatile 135-foot supply ships will be ready for service in late May.

SEA SERVICE, INC.

P. O. Box 51 Harvey, La.

Contract Feeding & Housekeeping

for

- Quarter boats
- Drilling barges
- Rig tenders
- Geophysical boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, INC.

Pete—Menge — G. P. "Hoppy" Hopkins
Peters Road Box 347 Phone FI llmore 1-3426-7 Harvey, La.

Shell Names Pittman Production Manager

Appointment of John W. Pittman to succeed E. N. Van Duzee as production manager of Shell Oil Company's New Orleans Exploration and Production Area has been announced by Bouwe Dykstra, vice-president. Van Duzee has been transferred to the Midland (Texas) Area as production manager there.

Pittman started with Shell as a roustabout in 1934 at Kilgore, Texas. He became district superintendent at Lake Charles, La., in 1945. A year later he became manager of the Lake Charles production division.

He was born in Center, Texas, and is a graduate of Texas A & M. He was a lieutenant colonel in the army during World War II.

High Scientific Honor Conferred On Hubbert

One of the nation's highest scientific honors was conferred on a Houston scientist recently when Dr. M. King Hubbert, chief consultant in general geology for Shell Oil Company, was elected to the National Academy of Sciences at its annual meeting in Washington, D.C.

The Academy is the official scientific advisory body to the U. S. government. It was established by an act of Congress in 1863, and its original 50 members were appointed by President Abraham Lincoln.

Dr. Hubbert, who has been with Shell since 1943, has had a long background of outstanding achievements in the field of geology and geophysics, and is recognized as one of the petroleum industry's leading authorities on the hydrodynamics of underground fluids.

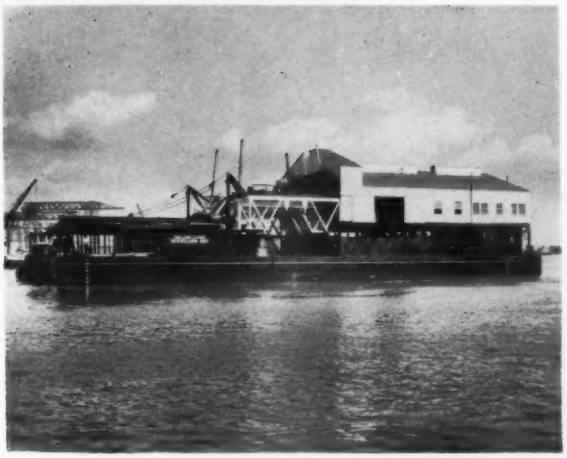
Ian Figart New Zapata Drilling Superintendent

Ian Figart, formerly with Kerr-McGee, has resigned his position with that company to become drilling superintendent with the Zapata Off-Shore Company, a newly created subsidiary of the Zapata Petroleum Corporation of Midland, Texas, which will do contract drilling in the Gulf of Mexico.

Continental Elects Two New Directors

Continental Oil Company has announced the election of two new directors. Stockholders at the annual meeting in Wilmington, Delaware, elected as directors Lewis W. Douglas, former ambassador to Great Britain, and P. Malozemoff, president of the Newmont Mining Corp.

News from the
SHIPYARDS



This submersible-type drilling barge was completed and on its way to a drill site just 31 days after construction began.

Drill Barge Built In Record Time

The submersible-type drilling barge **Vermillion Bay,** built by Levingston Shipbuilding Company of Orange, Texas, for the Brewster-Bartle Drilling Company of Houston, was completed and on its way to its first drill site off the coast of Texas just 31 days after construction began.

The **Vermillion Bay,** measuring 165′ long x 52′ wide x 12′ deep, was completed and ready for operation in this record-breaking time.

Installed aboard the new Brewster-Bartle mobile drilling unit were two No. 220 Oilwell mud pumps, driven by three Superior PTD-8 diesel engines, with an Oilwell compound and drawworks. The rotary is powered by two GM 6-71 diesel engines. In addition, two 75 kw D-1300 generators and two 5-ton stiffleg derricks were installed. Comfortable quarters were provided for the 10-man drilling crew.

Brewster-Bartle have five other drilling barges in operation along the Gulf Coast. One, the **Laguna Madre,** is currently drilling a well for Gulf Oil Corporation off the Florida coast—the first offshore well to be drilled in that state.

Supply Vessel Ordered by Calco

The California Company has awarded a contract to Equitable Equipment Company of Madisonville, La., for construction of a twin-screw offshore supply vessel. Designed by Friede and Goldman, Inc., of New Orleans, the vessel will serve Calco's drilling operations in the Gulf.

Scheduled for delivery September 15, 1955, the vessel will be 131′ length overall, with a 32′ beam and 900 bhp. It is designed primarily to carry drilling mud, fuel oil, casing, drill stem and other cargo necessary in offshore drilling operations.

Exclusive Distributor
for
Louisiana, Mississippi, Alabama

BALDT ANCHORS & CHAIN

Large Spot Stocks of Chain, Anchors, Connecting Links, Swivels, Chain Stoppers.

Largest Gulf Stock of wire rope, shackles, turnbuckles.

Life saving equipment.

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FINER EQUIPMENT—

FOR FASTER, MORE EFFICIENT SERVICE!

The MISS MARY HELEN, radar equipped 51′ personnel transport, is capable of carrying 40 passengers at speeds up to 23.4 mph. The MISS MARY HELLEN typifies the fine marine equipment owned and operated by Robin Boat Rental Service. Built by Equitable Equipment Co., Inc., of New Orleans, the MISS MARY HELEN is No. 20 for Robin. Three other 51′ crew boats— the ERLINE, MARGARET and the HELEN L—have been built for Robin by Equitable in the past twelve months.

Call us for: Crew Boats, Seagoing Tugs, Rig Tenders.

ROBIN BOAT RENTAL SERVICE

Phone FIllmore 1-1225 — 1-2836
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The Right Men
and Equipment for
any Drilling Job--
ON LAND
AND AT SEA!

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KERR-McGEE OIL INDUSTRIES, INC.
Gulf Coast Office — Houston, Texas
General Offices — Oklahoma City

QUARTER BOAT "BOATEL ASTOR"

Former sternwheeler C. D. O'Connor,
with these specifications:

Length: 134'
Beam: 36'
Barge Depth: 8'

Barge: Steel, 5/16", well compartmented
Superstructure: Steel, except roof and pilot house
Accommodations: 36 men

Large Galley with 2 large walk-in refrigerator boxes
RCA Television, rotor antennae
Two 37.5 KVA generators, diesel 110-440 AC
6 showers; Two 80-gallon electric hot water heaters; approximately 6,000 gallons fresh water; separate raw water system for sanitary facilities; new plumbing and new wiring.

FOR FURTHER INFORMATION:
Write, wire or telephone
Wallace Taylor or Richard Dixon
General Marine Corp., P. O. Box 262, Harvey, La.
Phone FIllmore 1-4283

Marine oil industry . . .

Shipyard Round-Up

ALABAMA Dry Dock and Shipbuilding Company, Mobile:

Repairing Rig **S-44,** which suffered extensive fire damage at an offshore location.

ALEXANDER SHIPYARD, New Orleans:

Mobile Unit No. 3, under construction for the Offshore Company of Baton Rouge. Measurements: 12' x 74' x 200', with four 6' caissons and four DeLong jacks. Completion date: June, 1955.

Arnold V. Walker Shipyard, Pascagoula:

Two 135-foot offshore cargo vessels, under construction for Sea Service, Inc. Walker-Henderson design. Measurements: 135' long, 32' wide and 10'6" deep. Power: Two 600 hp diesel marine engines. Vessels will do offshore towing of drilling barges and tenders, act as standby tugs, haul oilfield supplies. Designed to carry 3500 barrels of drilling water to offshore rigs, haul two large stacks of range 3 drill pipe. Completion date: June, 1955.

Two additional 135-foot offshore cargo boats will be built for Sea Service, Inc. this year. These vessels will be designed not only to carry 3500 barrels of drilling water to offshore rigs, but to carry a similar amount of crude oil on the return trip.

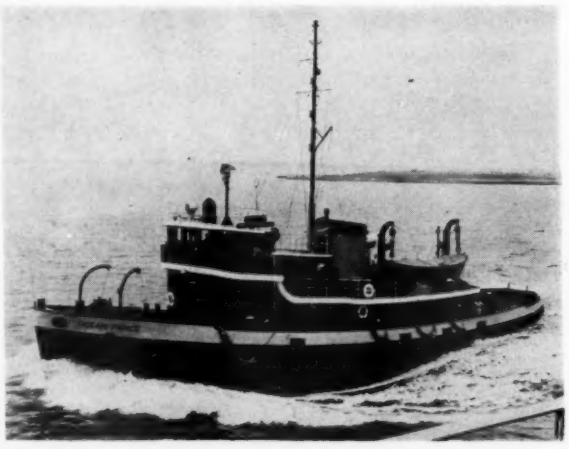
Avondale Marine Ways, New Orleans:

Portable offshore drilling barge, under construction for The California Company. Friede & Goldman design of the elevated-deck, self-stabilizing type, similar to The California Company's **S-44.** Measurements, lower hull: 190' x 150' x 12'. Measurements, upper structure: 180' x 90'.

Completion date: Fall.

Bludworth Shipyard, Houston:

Crew boat under construction for Hopson Marine Service, of Mission, Texas. Similar to the **Irene H,** recently delivered to Hopson. Measurements: 64'6" x 16'3" with draft of 5 feet. Aircraft-type seats for 25 oilfield personnel.



The OCEAN PRINCE was recently purchased by the Crescent Towing & Salvage Company of New Orleans. The 1400 hp sea-going tug, equipped with radar and automatic towing engine, is destined for service in the offshore oilfields.

Dupont Fabricators, Morgan City:

Construction will start on 130' self-propelled barge in the near future.

Equitable Equipment Company, New Orleans:

131' offshore supply vessel under construction for The California Company. 32' beam. Twin-schew. 900 bhp.

124' water tanker to be delivered to Pure Oil Company in June. 35' beam, 10'6" depth. 900 hp.

Gulf Master Boats, Inc., Sidell, Louisiana:

Twin-screw 45-foot crew boats, delivered to J & R Marine, Inc., Harvey, La. Power: Two 6-71 GM diesel engines. Twenty-four passengers, two crew.

Twin-screw 55-foot crew boat, to be started soon for E. T. Calonne of New Orleans. 600 hp. Thitry-two passengers, two crew.

Gulfport Shipbuilding Corporation, Port Arthur:

Hull No. 469, 65' x 34' combination derrick and pipe driver barge. Twin-screw, self-propelled.

Hull No's. 472 and 473, 110' x 30' x 7' deck cargo barges.

Converting 133' x 30' x 12' Navy hull to buoy tender for Creole Petroleum Corporation, Venezuela. Twin-screw. Power: Two 400 hp Enterprise diesels.

Higgins, Inc., New Orleans.

Two 125' cementing ships under construction for Halliburton.

Compressor barge under construction for the Texas Company.

Eight well-protector jackets under construction for Shell Oil Company.

Two 130' deck barges under construction for The California Company.

(Continued on next page)

Announcing . . .

THE PACER!

J & R Marine, Inc.'s new 45-foot crewboat, now working for The California Company out of Venice, La.

Powered by two GM 6-71 diesel engines, this Gulf Master designed crewboat cruises at 25 knots, carries 28 seated passengers.

For offshore boat service, call:

G. Jack Faulkner **Reuben C. Pace**

J & R MARINE, INC.

Phone Fl Ilmore 1-5894 **Harvey, La.**

OFFSHORE DRILLING EXPERIENCE . . .

. . . DIRECTED THE DESIGN AND CONSTRUCTION OF THIS BOAT

Built by Consolidated Ship Yard, Inc., of Corpus Christi, Texas, this powerful, rugged crew-cargo boat, GUS III, is tailor-made for the Gulf operations of the C. G. Glasscock Tidelands Oil Co. — pioneers in offshore drilling.

Powered with two 6-110 GM diesel engines, the Gus III is built to go out and stay out — in any kind of weather. It is extremely seaworthy, and its cruising speed of 14 knots makes it ideal for transporting rig personnel, fuel, water and other supplies to offshore drilling sites.

Crew Boats — Tugs — Towboats — Barges — Steel Fabrication **Complete Repair Facilities — Wood and Steel**

200 Ton Vertical Lift Dry Dock

Consolidated Ship Yard, Inc.

NAVIGATION BOULEVARD • CORPUS CHRISTI, TEXAS

P. O. Box 802

ADDSCO-Built Oil Drilling Barge

. . . FOR 38 YEARS it's been going on . . . this traditionally fine marine service at ADDSCO in Port of Mobile. Designers, builders, repairers of all types of marine vessels and equipment.

- BARGES • TOWBOATS
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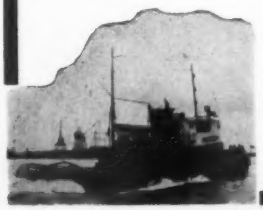
Propeller Reconditioning



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Hawk Ferry Service

Redues Offshore Drilling Costs

Hawk Helicopters transport men, supplies and equipment fast and safe . . . provides substantial savings for companies drilling offshore.

Round trip flights are completed in minutes, and the men arrive fresh and ready to work. The need and cost of standby boats for emergencies are eliminated . . . helicopters provide faster and smoother transit for the sick or injured. Key personnel make speedy trips to and from locations. Routine inspection tours of several rigs are shortened considerably. Vital repair parts are delivered in minimum time, thus reducing costly rig down-time. Helicopter service can be used profitably for your offshore operations. Contact Mr. Sherman Kennedy, Operations Manager, for further information on lease and charter service with Hawk Helicopters.

HAWK Helicopters

P. O. Box 680 — Tel. TUlip 2-5435 Corpus Christi, Texas

Lease and Charter Service

Repair and Overhaul Department, Meacham Field, Ft. Worth

Shipyard Round-Up

(Continued from page 31)

Hunt Tool Company Marine Division, Harvey:

Converting LST, drill tender for Humble.

J. & S. Shipbiulding Corporation, Slidell, La.:

Oil barge under construction. Capacity: 13,000 barrels. Measurements: 155'6" x 50' x 10'3".

75' twin-screw 880 hp tug.

Repairing and reconditioning dredge **Blackwater,** which will be towed to Cuba.

Levingston Shipbuilding Company, Orange:

$1.5 million drilling tender, **F. A. Cleverley,** under construction for the CATC Group. The vessel measures 260' long by 54' wide, and is similar in design to the **Ernie Miller,** recently delivered to CATC.

Completion date: June, 1955.

Lockport Shipyard, Lockport, Louisiana:

Sixty-five foot tug under construction for the Independent Towing Company, of Harvey. Power: GM 6-110 diesel engines.

Marine Construction Company, Patterson:

Twin-screw 65-foot offshore utility boat under construction.

Platzer Boat Works, Houston:

38' crew boat delivered to a drilling contractor. Power: Two GM 6-71 diesel engines.

Construction to start soon on 93' offshore crew boat.

R. G. LeTourneau, Inc., Vicksburg:

Mobile drilling platform, under construction for the Zapata Offshore Company. LeTourneau design. Measurements: 20' x 80' x 140 feet, with three triangular legs.

Completion date: August, 1955.

Sewart Seacraft, Berwick:

Crewboat **Gulf Stream** under construction for Arthur Levy of Berwick. Measurements: 87' x 23' x 6'. Twin-screw diesel, powered with two GM 6-110's. All-steel including cabin.

Three 50' crewboats for D & B Boat Co., New Iberia.

One 45' crewboat for Templet White of Morgan City.

One 45' crewboat for Charles Druery of Berwick.

One 40' crewboat for S. J. Malbourgue of Gulfport, Miss.

Three 30' crewboats for United Gas Company.

Four 30' Jo-boats for Texas Company.

Construction to start on three aluminum boats in near future, all for major oil companies.

Weaver-Shipyard, Orange:

Two water barges under construction for Jack Neilson, Inc., of Harvey, La. Capacity: 32,000 barrels of fresh water. Measurements: 110' x 30' x 8'.

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OFFSHORE OPERATIONS

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News from the
SERVICE COMPANIES

An aerial view of Twenty Grand's plant on the waterfront at Berwick, La., across from Morgan City. The company maintains a stock of over 50,000 sacks of drilling muds and chemicals.

Twenty Grand . . .

Oilfield Service At Sea

TWENTY Grand Oil Field Service, of Berwick, La., has found the marine oil industry big and booming. The company not only serves land-based drilling rigs in the area, but a growing facet of its business has been supplying the needs of marine oil operators, as well.

The company is a distributor for Milwhite drilling muds, and maintains a stock of over 50,000 sacks of drilling muds and chemicals at its Berwick plant. It also handles diesel fuel and does marine oilfield towing. A fleet of eight trucks is maintained for delivery to onshore drill sites. Four tugs and six company-owned barges handle delivery to marine rigs.

Twenty Grand's main plant is on the Atchafalaya River in Berwick, just across from Morgan City, where the company has a 450-foot waterfront and a large modern warehouse. A similar installation at Cameron serves the Cameron area, and stock points are maintained at Berwick, Cameron, Chacahoula, Gibson and Grand Chenere.

To keep pace with accelerated drilling activities off the coast of Louisiana, as well as in the inland seas and marshes, Twenty Grand has expanded its fleet of auxiliary equipment until it now includes the tugs **Victor James, Vicki Lynn, Charlois** and **Nick V,** ranging from 165 to 550 hp, plus deck, fuel and covered barges for round-the-clock delivery to marine drilling rigs anywhere in southern Louisiana.

All of Twenty Grand's marine equipment is radio-equipped. In ad-

(Continued on next page)

This is a view of Twenty Grand's installation at Cameron, La., which serves drilling operations in that area.

FOR THE OFFSHORE OIL FIELDS . . .

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This Cessna-180 is used by the company to keep in continuous contact with all customers. The pilot is Marshall Vass.

dition, a float-mounted Cessna-180 maintains continuous contact with all customers.

Officers of the corporation include Victor Guarisco, president; Peter Guarisco, secretary; and Lee Vaccari, vice-president and general manager. Mr. Vaccari directs operations from the company base in Berwick.

Before joining Twenty Grand, Mr. Vaccari was associated with a national distributor of drilling muds for four years, and was stationed in southern Louisiana. He joined Twenty Grand Oil Field Service in 1953.

Hardy Odgeron is Cameron manager for Twenty Grand, and lives in a company-built home on the Cameron base. The installation at Cameron has the same facilities as the Berwick plant.

A fleet of eight trucks is maintained to handle delivery of drilling muds and chemicals to onshore rigs.

Oil Man's Calendar
For June

JUNE

1-2 San Francisco Bay Area Industry Conference, Claremont Hotel, Berkeley, Calif.

5-9 Canadian Gas Association (annual meeting), Sheraton Broeck Hotel, Niagara Falls, Ontario, Canada

6-10 AMERICAN PETROLEUM INSTITUTE (Division of Production midyear committee conference), Brown Palace Hotel, Denver, Colo.

6-15 Fourth World Petroleum Conference, Rome, Italy

7-9 National Oil Scouts & Landmen's Assn. (32nd annual convention), Banff Springs Hotel, Banff, Canada

8-9 AMERICAN PETROLEUM INSTITUTE (OIIC meeting), Wm. Penn Hotel, Pittsburgh, Pa.

9-10 Natural Gas & Petroleum Assn. of Canada, Royal Connaught, Hamilton, Ontario, Canada

9-10 Pennsylvania Grade Crude Oil Association (annual meeting), Wm. Penn Hotel, Pittsburgh, Pa.

11-15 Petroleum Equipment Suppliers Assn. (annual meeting), Banff Springs Hotel, Banff, Canada

12-15 American Society of Agricultural Engrs. Illini Union (annual meeting), University of Illinois, Urbana, Ill.

12-17 SAE Golden Anniversary (Summer meeting), Chalfonte Haddon Hall, Atlantic City, N. J.

16-18 Interstate Oil Compact Commission, Cosmopolitan Hotel, Denver, Colo.

19-21 Northwest Petroleum Association (Summer conference) Point Lodge, Pequot Lakes, Minn.

Mud Practices . . .

(Continued from page 20)

Below 13,000 feet, mud weights as heavy as 18.5 lb/gal have been required for abnormal pressures and sloughing shales zones.

Stability of the lime base mud properties depends upon correct control of the lime content of the mud and "P" end point of the filtrate. The mud properties are found to be fairly stable when the excess lime content is kept between 6—7 lb/bbl and the "P" end point of the filtrate around 7 cc (N/50 sulfuric acid).

The majority of the operators in this offshore venture are completing their wells by displacing the lime mud used for drilling with an Aquagel mud. Their reason for changing to an Aquagel mud is for possible workover operations. A lime mud tends to solidify over an extended period of time and stick the tubing.

The big differences between inshore and offshore mud programs and costs along the Gulf Coast are the extra cost for mud transportation, increased mud cost due to directionally drilled holes and increased mud costs due to incorporating added safety factors in the mud properties.

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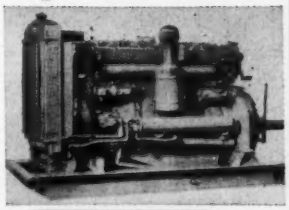

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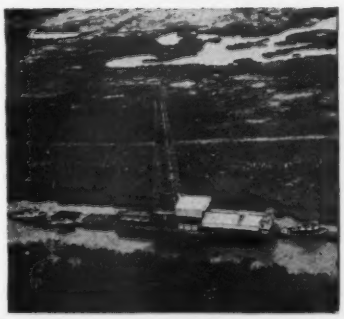

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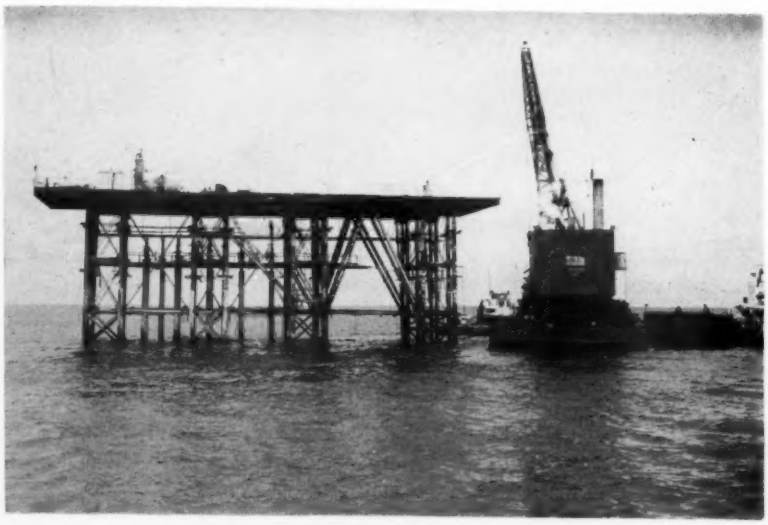
Mobile Rigs Under Construction

(Continued from page 21)

		Depth Potential	
The Offshore Company 12′ x 74′ x 200′, with four 6′ cassions and four Delong jacks	Mobile Unit No. 3		Alexander Shipyard, to be completed July, 1955
Zapata Offshore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	—		LeTourneau-Vicksburg, to be completed July, 1955
The California Co. 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Being constructed

Drilling Tenders

CATC **Continental Oil Company** **Atlantic Refining Company** **Tidewater Assoc. Oil Co.** **Cities Service Oil Co.** New tender, 260′ x 54′	"J. C. Craig"	—	Block 59, B-1, West Delta Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	—	Block 49, A-2, East Cameron Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"		East Cameron, Block 73, Well B-2
Same Companies as above New tender, 260′ x 54′	"J. A. Cleverley"		To be completed June, 1955
The California Company Converted LST, 328′ x 50′	S-21	42′	West Delta, Louisiana
The California Company Converted LST, 328′ x 50′	S-22	37′	Bay Marchand, Louisiana
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana
The California Company LST, 328′ x 50′	S-24	62′	South Pass, Louisiana
The California Co. LST, 328′ x 50′	S-25		Being converted
The California Co. LST, 328′ x 50′	S-26		Being converted
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	58′	Block 150, Ship Shoal Area, with Penrod rig
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"		Block 104, East Cameron area, Salt Dome rig
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1		Not in service



Six oil well Christmas trees are visible below the deck of Humble's "C" platform on Block 18, off the coast of Grand Isle. The deck is being raised to 40 feet above the water as an added safety margin against hurricane waves.

Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2		Not in service
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3		With company rig at Grand Isle, Louisiana
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8		Grand Isle Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I"	43′	Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 48′	"Kermac II"	42′	Drilling for Pure on Block 99, West Cameron Area, with Rig 43
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips"	65′	Block 64, S. Timbalier Area, Humble rig
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams"		Drilling for Phillips at East Cameron, Louisiana
Magnolia Petroleum Company Converted YF	MDT-1	40′	Block 89, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-2	40′	Well G-1, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-3	35′	Well G-3, Block 94, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-4	52′	Well A-1, Ship Shoal Block 113
Magnolia Petroleum Company Converted YF	MDT-5	45′	Well B-1, Block 129, Eugene Island Block 45 Field
Magnolia Petroleum Company Converted YF	MDT-6	38′	Well I-1, Block 119, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-7	50′	Well A-1, Block 128, Eugene Island Area
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	60′	With Carl Short rig at Galveston, Well A-2
Stanolind Oil & Gas Co. Converted LST, 328′ x 50′	No. 50		Block 144, B-1, Galveston Area

Self-Contained Platforms
Gulf Coast Area

Company	Description	Year Built	Location	Depth of Water
CATC Continental Oil Co. Atlantic Refining Co. Tidewater Assoc. Oil Co. Cities Service Oil Co.	220′ x 106′	1955	Block 47 Grand Isle, La.	97′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co.	52′ x 168′	1948	Block 119 Eugene Island Area, Well H-5	38′
Pure Oil Co.	100′ x 80′	1948	Block 32 Eugene Island, La. Loffland Bros. rig, Well E-3	14′
Stanolind Oil & Gas Co.	85′ x 195′	1955	Block 24 (Caillou Bay) Ship Shoal area	7′
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La. (under construction)	72′
Western Natl. Gas Co.	52′ x 136′	1954	State Tract 608, S.E. Port O'Connor, Texas	43′
The California Co.	"J" Structure	1955	Block 3, Bay Marchand, La.	

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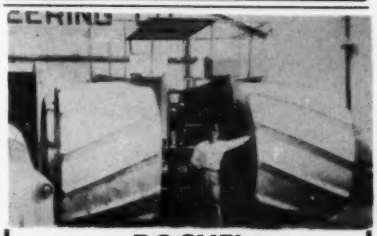

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State Receives . . .

(Continued from page 27)

of 1,440 acres six miles offshore from Matagorda Island.

Pure Oil Company bid $1,008,160 on the same tract.

High bids totalled $11 million, of which $6 million was for offshore leases. In the sale the Land Board raised the state's royalty to a sixteenth, the rental to $3 per acre annually, and the minimum bonus to $15 an acre.

Humble Spots Gulf Wildcat Off Nueces

The Humble Oil & Refining Comjany has made location for a Gulf of Mexico wildcat in the East Mustang Island area offshore from Nueces County, Texas. The company's No. 1 Gulf of Mexico, State Lease 772, is on a 5760-acre tract about nine miles south of Port Aransas, and a ile from Guld Oil Corporation's discovery well at the No. 1 State Tract 889. Proposed depth is 12,500 feet.

Magnolia Tests Oil Off Jefferson County

Out in the Gulf of Mexico, off Jefferson County, Texas, Magnolia Petroleum Company has conducted initial tests at its No. A-2 Texas Gulf Tract 9, drilled from the same platform as the A-1 Texas Gulf Tract 10.

Operator drilled to 8439 feet, plugged back to 8270 feet, with perforation from 8265-68 feet. On a drillstem test, the well flowed in 53 hours 216 barrels of oil and 322,000 cubic feet of gas, with tubing pressure varying from 1264 to 2160 pounds and a gas-oil ratio of 1495 to 1.

Tool was pulled and recovery was 1700 feet of oil, 270 feet of salt water, with a bottomhole flowing pressure of 3640 pounds and a shut-in pressure of 3810 pounds. Well lies ten miles southwest of Sabine Pass. Well No. A-1 was completed in March as a gas-distillate discovery from 8016-30 feet. Well No. A-2 had a projected bottomhole location 1700 feet due west of the surface platform.

State Considering Sulphur Lease Sale

J. Earl Rudder, land commissioner or the State of Texas, has announced that the school land board is considering holding a sulphur lease sale August 2. List of tracts prospective bidders would like to have submitted should be sent to Rudder before June 15.

Baash-Ross Names Bronzan To Executive Staff

Glenn Johnson, General Manager of the Baash-Ross Tool Company, Division of the Joy Manufacturing Company, has announced the appointment of B. Bronzan as Assistant General Manager for the widespread Baash-Ross operations.

Mr. Bronzan is well-known throughout the oil industry, both for his knowledge of field methods as well as for his administrative abilities. He is also widely recognized in precision machine tool and aviation-parts circles, having been General Manager of the Adel Precision Parts Company for a number of years, leaving this post to assume his new duties with Baash-Ross.

Mr. Bronzan's extensive background in precision manufacturing operations, as well as his first-hand knowledge of oil tool operations, make him an ideal selection to assist Mr. Johnson in administration of the world-wide activities of the Baash-Ross organization.

John Rohrig New Field Representative For Oilwell

The appointment of John M. Rohrig as field representative at Huntington Beach, California, for U. S. Steel's Oil Well Supply Division has been announced.

Mr. Rohrig was employed by "Oilwell" in 1949 at Huntington Beach. Prior to his present appointment he served as pump repairman at this location. He is a native of California.

Vetter New GSI Vice-President

The board of directors of Geophysical Service Inc. has announced the appointment of E. O. Vetter to the position of vice-president, administration.

Vetter was formerly assistant vice-president in charge of the administrative division of the Dallas geophysical contracting firm. A graduate of the Massachusetts Institute of Technology, Vetter joined GSI as controller, in 1952. Prior to that he served as assistant manager of the organization and cost control division of Standard Oil Company of California.

Magnolia Spots Third Try From Sabine Platform

Magnolia Petroleum Company will drill the No. A-3 Texas Gulf Tract 10, a 9000-foot wildcat and the third well to be drilled from the platform from which the company made its initial discovery ten miles southwest of Sabine Pass in the Gulf of Mexico, offshore Jefferson County, Texas.

Bottomhole location will be 2000 feet east of Well No. A-1, which was completed as a gas-distillate discovery.

Calco Taps New Plaquemines Pay

In the South Pass Block 5 area in Plaquemines Parish, La., The California Company's No. 1 State Lease 2589 flowed an estimated 181 barrels of 32 gravity oil on a 9/64-in. choke from perforations at 9077-90 feet, with a tubing pressure of 900 pounds and gas-oil ratio of 503 to 1. The well is shut in awaiting storage facilities. Hole was drilled to 11,000 feet and casing set to 9374 feet.

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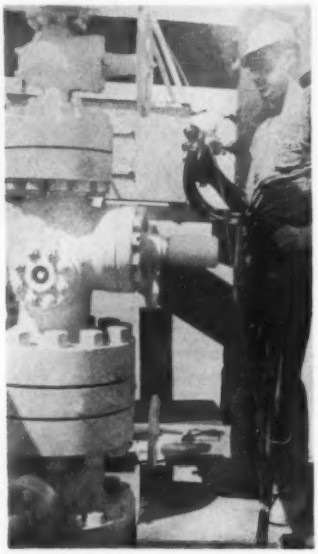

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OFFSHORE LOCATIONS

TEXAS

Jefferson County: Magnolia Petroleum Co., A-3 Texas Gulf Block 10, from platform approximately 10 miles SW of Sabine Pass. 9000-ft. test.

Nueces County: Sinclair Oil & Gas Co., A-3 State Tracts 974 and 977, Nueces Bas. 5962-ft. test.

Chambers County: Humble Oil & Refining Co., Trinity Bay, 61-F Galveston Bay-State. Location spots 5 miles SW Anahuac, Sec. 26-B. 1850 ft. NW F-31 wells. Proposed depth: 9600 ft.

Chambers County: Humble Oil & Refining Co., Trinity Bay, 62-F Galveston Bay-State. Proposed depth: 9600 ft.

Chambers County: The Texas Co., Trinity Bay, 1 State Tract 14-15A. Six miles SW Anahuac. 10,000-ft. test.

Chambers County: Union Producing Co., Turtle Bay, 1 State Tract 37, 2 miles NW Anahuac. About one and one-half miles SSW of Turtle Bay Production. Proposed depth: 8900 ft.

Galveston County: Stanolind Oil & Gas Co., 1-B OCS Lease 0279, State Lease 31604, 15 miles E Galveston in Gulf of Mexico. Building platform. Proposed depth: 10,000 ft.

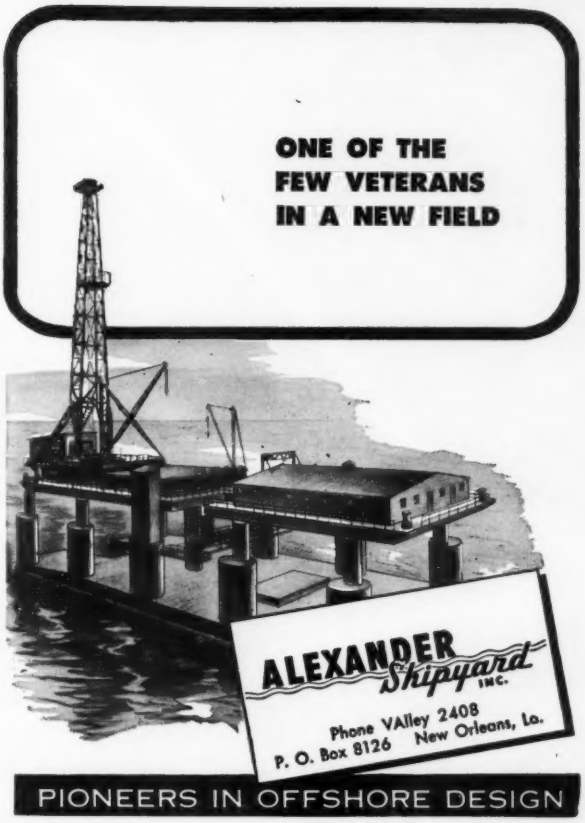
Nueces County: Humble Oil & Refining Co., 1 Gulf of Mexico State Tract 772. Location is on 5760-acre lease nine miles south of Port Aransas and 5280 ft. E of Gulf Oil Corp.'s discovery at the 1 State Tract 889. Proposed depth: 12,500 ft.

Nueces County: Sun Oil Co., Nueces Tract 786-1, four and one-half miles N Corpus Christi. 9800 ft. test.

Nueces County: Shell Oil Co., 1 State Tract 884, 11 miles S of Port Aransas. 12,500-ft. test. (C. G. Glasscock Tidelands Oil Co., contractor. Drill barge MR. GUS). Drilling.

(Continued on next page)

MR. GUS WADES IN—C. G. Glasscock Tidelands Oil Company's new mobile drilling barge MR. GUS is shown in operation off the Texas coast. The unit stands as high as a seven-story building, and will drill in waters up to 100 feet deep.



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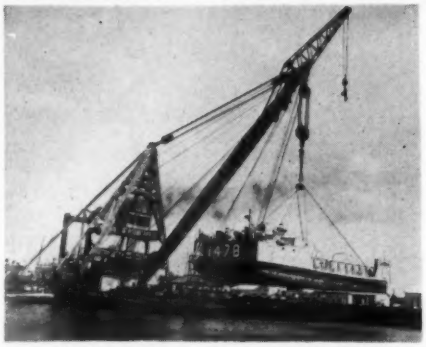

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OFFSHORE LOCATIONS

LOUISIANA

Cameron Parish: Continental Oil Co., 2-B State Lease 1626, East Cameron Block 73 area. Proposed depth: 14,000 feet.

Jefferson Parish: Humble Oil & Refining Co., 1 State Lease 803, Grand Isle Block 16. 7500-ft test.

Lafourche Parish: The California Co., 4-K State Lease 1367, Bay Marchand Block 3, Proposed depth: 6900 feet.

Lafourche Parish: The California Co., J-5 State Lease 1367, Block 2, May Marchand Block 3 area. 5200-ft. test. Noble Drilling Co., contractor.

Plaquemines Parish: The California Co., 10 State Lease 1922, South Pass. Proposed to 8500 feet.

Plaquemines Parish: Shell Oil Co., 24 State Lease 998, South Pass Block 24. 9950-ft. test.

St. Mary Parish: Shell Oil Co., 5 State Lease 1665, Eugene Island Block 18. Proposed depth: 10,600 feet.

Vermilion Parish: Pure Oil Co., 1-C State Lease 1091, Vermilion Block 39. 10,500-ft. test.

Plaquemines Parish: Humble Oil & Refining Co., 2-G State Lease 819, West Delta Block 30. 8500-ft. test.

Terrebonne Parish: Magnolia Petroleum Co., 1-B State Lease 788, Ship Shoal Area. 13,000-ft. test with company rig.

Cameron Parish: Forest Oil Corp., No. 1 State Lease 1337, wildcat in East Cameron Block 4 area. Four miles SSE Crab Lake Field. Kerr-McGee, contractor. Proposed depth: 14,000 ft.

Cameron Parish: Shell Oil Co., 1 State Lease 2547, East Cameron Block 18. Wildcat proposed to 13,000 ft.

Cameron Parish: Shell Oil Co., 1 State Lease 2545, East Cameron Block 16 area. Ocean Drilling & Exploration Co., contractor. 12,500-ft. test.

Iberia Parish: Magnolia Petroleum Co., Well No. H-2 State Lease 681, Block 89. Block 110 area. Location spots two miles NW of Eugene Island production. Proposed depth: 10,500 ft.

Jefferson Parish: Humble Oil & Refining Co., 9-A State Lease 801, Grand Isle Block 16. Proposed depth: 9,500 ft.

Lafourche Parish: The California Co., 3-J State 1367, Block 3. Bay Marchand Block 2 area. Noble Drilling Co., contractor. Proposed depth: 5,275 ft.

Lafourche Parish: The California Co., 4-J State 1365, Block 3. Bay Marchand Block 2 area. Nobile Drilling Co., contractor. Proposed depth: 5,500 ft.

Plaquemines Parish: Continental Oil Co., 12 State Lease 978, W. Delta Block 53. 6,600-ft. test.

Plaquemines Parish: Continental Oil Co., 1-A State Lease 970,

Recording compartment aboard a seismic boat operating offshore. Approximately 28 crews are currently active in the Gulf of Mexico.

Block 45 West Delta area. Wildcat proposed to 14,000 ft.

Plaquemines Parish: Continental Oil Co., 1 State Lease 984, wildcat in the West Delta Block 59 area. Proposed depth: 10,500 ft.

Plaquemines Parish: Shell Oil Co., 1-A State Lease 2554, wildcat in South Pass Block 42 area. Loffland Bros., contractor. 13,000-ft. test.

Plaquemines Parish: Shell Oil Co., 22 State Lease 988, South Pass Block 24. Kerr-McGee, contractor. Proposed depth: 9,750 ft.

Plaquemines Parish: Shell Oil Co., 23 State Lease 998, South Pass Block 24. 9,650-ft. test.

Plaquemines Parish: Shell Oil Co., 34 State Lease 1961, Main Pass Block 35, Carter-Beveridge, contractor. 6,750-ft. test.

Plaquemines Parish: The California Co., 5 State 1277, Main Pass Block 69, Penrod Drilling Co., contractor. Proposed depth: 8,300 ft.

Plaquemines Parish: Humble Oil & Refining Co., 5-E Humble-Shell State Lease 820, West Delta Block 31, West Delta Block 30 area. 10,500-ft. test.

Plaquemines Parish: Gulf Refining Co., 99 State "QQ" 195, Quarantine Bay. Prince Drilling Co., contractor. 9,850-ft. test.

Plaquemines Parish: The California Co., 1 State Lease 2227, wildcat proposed to 12,000 ft.

St. Mary Parish: Shell Oil Co., 2 State Lease 1536, Eugene Island Block 18. 10,500-ft. test.

Terrebonne Parish: Magnolia Petroleum Co., 1-D State Lease 792, Block 12, South Pelto Block 20 area. Company tools. Proposed depth: 11,500 ft.

Terrebonne Parish: The Texas Co., 6-9 Lake Pelto Unit, proposed to 8,500 ft.

Terrebonne Parish: Stanolind Oil & Gas Co., 1-A State Lease 747, Ship Shoal Block 24, Dixie Drilling Co., contractor. Wildcat proposed to 14,000 ft.

OFFSHORE COMPLETIONS

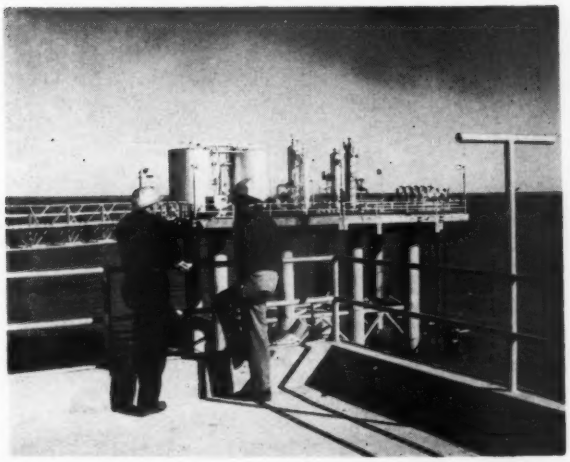
TEXAS

Chambers County: Tide Water Associated Oil Co., 1 State Tract 103, Turtle and East Bays. TD 9950 feet. Dry hole. Abandoned 5-12-55.

Jefferson County: Magnolia Petroleum Co., No. A-2 State Tract 9. Gulf of Mexico. TD 8439 feet, plugged back to 8270 feet for initial tests. Perforated 8265-68 feet, on drillstem test flowed 215 bbls. oil and 322,000 cubic feet of gas in 53 hours. Tubing pressure varied from 1264 to 2160 pounds, gas-oil ratio of 1495 to 1. Tool pulled and recovery was 1600 feet of oil, 270 feet of salt water with bottomhole flowing pressure of 3640 pounds and shut-in pressure of 3810 pounds. Waiting on additional tests.

Nueces County: J. Ray McDermott & Co., 1 State Tract 222, Redfish Bay. Wildcat, TD 9001 STH. Dry Hole.

(Continued on next page)



Separators and storage tanks on an offshore platform. Note flow lines at the right.

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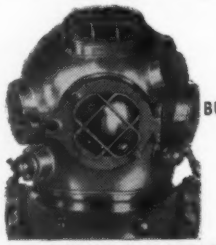

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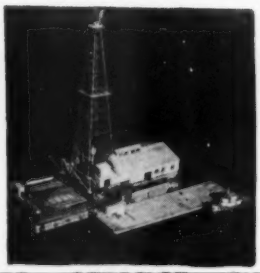

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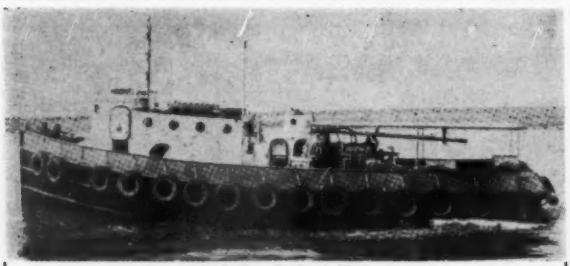

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OFFSHORE COMPLETIONS

Chambers County: Humble Oil & Refining Co., 24 Cedar Point-State, Galveston Bay. TD 7,500 feet, perforated 7,029-34 feet, squ.; perforated 6,985-95 feet, tested, spu.; perforated 6,881-88 feet, squ. Abandoned.

Chambers County: Humble Oil & Refining Co., 56-F Galveston Bay-State, Section 23-C Trinity Bay, 9,500-ft. test. Perforated 8,108-09 ft., squ.; perforated 8,111-12 ft., squ. WO/permanent type completion.

Galveston County: Shell Oil Co., 1 State Tract 249, Gulf of Mexico, 15 miles NE Freeport, C. G. Glasscock Tidelands Oil Co., contractor. TD 7,629 ft., dry hole, abandoned.

Galveston County: The Texas Co., 1 State Tract 137, Gulf of Mexico, 6 miles SW of High Island. Kerr-McGee, contractor. TD 9,000 feet, dry hole, abandoned.

Kenedy County: Humble Oil & Refining Co., 1 Laguna de Los Olmos, State Tract 381. Oil well. TD 9,002 ft. T/Pay 7,338 ft., Frio. Well flowed 165 barrels of 41° oil daily through 11/64-in. choke from perforations 7,356-66-ft. Tubing pressure: 760 lbs. Gas-oil ratio: 684-1.

Matagorda County: Sinclair Oil & Gas Co., 1 State Matagorda Bay No. 257. Wildcat. C. G. Glasscock Tidelands Oil Company, contractor. TD 6,195 ft., dry hole, abandoned.

Chambers County: Humble Oil & Refining Co., F-58 Galveston-Bay-State, Section 22-B Trinity Bay. Oil well. Company rig. TD 8,440 ft. Potentialed 93.77 BOPD on 3/32-in. choke from perforations at 8,107-09-ft., gravity 35.7 with 6 percent water. Gas-oil ratio: 1951-1.

LOUISIANA

Jefferson Parish: Humble Oil & Refining Co., 1-F State Lease 797, Grand Isle Block 16. TD 11,200 feet. Perforations 9944-78 feet, IPF 222 BOD and 86,000 CFGD, GOR 387-1, TP 1200.

Jefferson Parish: Humble Oil & Refining Co., 1 State Lease 800, Grand Isle Block 16. TD 7988 feet. Dry and abandoned.

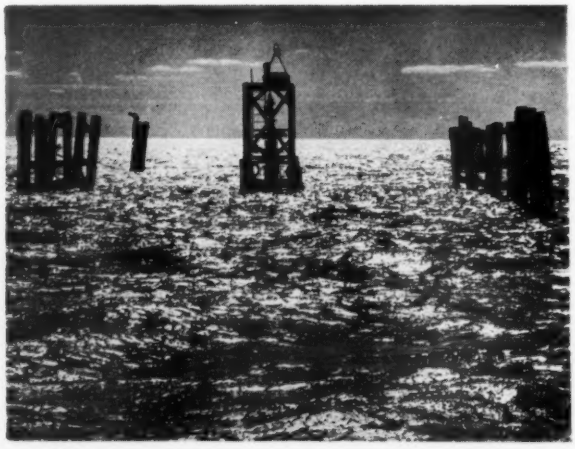
Plaquemines Parish: The California Co., 3 State Lease 2557, Main Pass Block 69. TD 7264 feet STH. Perforations 7017-28 feet, IPF 179 BOD on 9/64-in. choke. TP 850 lbs., GOR 274-1.

Plaquemines Parish: Shell Oil Co., 2 State Lease 1353, Main Pass Block 69. TD 7500 feet. Perforations 7012-19 feet. IPF 312 BOD and 134 MCFG on 8/64-in. choke. TP 790 lbs., GOR 429-1.

Plaquemines Parish: Shell Oil Co., 1 State Lease 2591, South Pass Block 6. TD 8700 feet. Perforations 8316-20 feet. IPF 147 BOD and 111,000 CFGD on 9/64-in. choke. TP 1100 lbs., GOR 755-1.

Plaquemines Parish: Continental Oil Co., 7 State Lease 979, West Delta Block 53. TD 12,506 feet. Dry hole.

St. Bernard Parish: The Texas Co., 1 State Lease 2462. TD 6230 feet, stuck drillpipe. Sidetracked to 9310 feet, ran log. Dry and abandoned.



Wellhead structures such as this are becoming more and more common along the Gulf Coast.

St. Mary Parish: Shell Oil Co., 3 State Lease 1665, Eugene Island Block 18. TD 10,000 feet. Perf. 9076-80 feet. IPF 279 BOD and 176 MCFGD on 9/64-in. choke. GOR 630-1, TP 1300 lbs.

St. Mary Parish: Shell Oil Co., 4 State Lease 1665, Eugene Island Block 18. TD 10,500 feet, perf. 9430-33 feet, IPF 236 BOD and 162 MCFGD on 9/64-in. choke. GOR 986-1. TP 1475 lbs.

Terrebonne Parish: Stanolind Oil & Gas Co., 1 State Lease 757, Ship Shoal Block 38. TD 5015 feet salt, perf. 4926-38 feet, flowed salt water with show of distillate; reperf. 4850-70 feet, tested salt water and oil. Abandoned.

Iberia Parish: Magnolia Petroleum Co., 1-H State Lease 681, Block 89, 2 miles NW Eugene Island Block 110 production. Wildcat. TD 10,182-ft., dry hole, abandoned.

Jefferson Parish: Humble Oil & Refining Co., 8-A State Lease 801, Grand Isle Block 16. TD 9,805 ft. Perforated 7,978-98-ft., flowed 79.92 BOD on 1/8-in. choke, TP 4000 lbs., and 26.2 MCFGD.

Lafourche Parish: The California Co., 1-J State Lease 1367, Block 13, Bay Marchand Block 2. Noble Drilling Co., contractor. Oil well. TD 5,885 ft., perforated 5,142-46 ft., potentialed 100 BOD, gas lift.

Lafourche Parish: The California Co., 2-J State Lease 1367, Block 13, Bay Marchand Block 2. Noble Drilling Co., contractor. Oil well. TD 5,552 feet. Perforated 4,865-76-ft. and 4,876-86-ft., potentialed 181 barrels of 32.7 gravity oil per day on 16/64-in. choke. Gas-oil ratio of 378-1.

Plaquemines Parish: Continental Oil Co., 1 State Lease 2124, Main Pass Block 25. H. L. Edwards, contractor. TD 8,519 ft., dry hole.

Plaquemines Parish: Shell Oil Co., 3-B State Lease 1007, South Pass Block 27. Oil well. TD 8,400 ft. Flowed 245 BOD and 147,000 CFGD on 1/8-in. choke, from perforations at 7,580-95-ft.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-C State Lease 2327, Breton Sound Block 27, company rig. TD 6,507 ft., dry hole.

Plaquemines Parish: Shell Oil Co., 20 State Lease 998, South Pass Block 24. Kerr-McGee, contractor. Oil well. TD 9,900 ft. Initial potential of 333 barrels of oil daily and 345 MCFGD on 10/64-in. choke, from perforations at 9,555-61-ft.

Plaquemines Parish: Humble Oil & Refining Co., 2 State Lease 2092, Southeast Pass. TD 10,622 ft., perforated 9,308-13 ft., 1 DST fld oil and mud, reperforated 7,811-22 ft., fld gas and cond., WP 3,075, reperforated and completed as gas well. Standing.

Plaquemines Parish: The California Co., 6 State Lease 1354, Main Pass Block 69. Penrod Drilling Co., contractor. TD 8,318 ft. Well flowed 144 barrels of 27.3 gravity oil per day through 8/64-in. choke from perforations at 8,044-54 ft. Gas-oil ratio: 510-1.

Plaquemines Parish: Humble Oil & Refining Co., 4-E Humble-Shell State Lease 1070, West Delta Block 31. TD 11,777 ft., perforated 10,664-684 ft., IPF 188.2 BOD and 129,400 CFGD on 1/8-in. choke. TP 1340, SITP 1530, Grav. 38.6, GOR 688-1.

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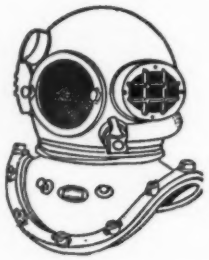

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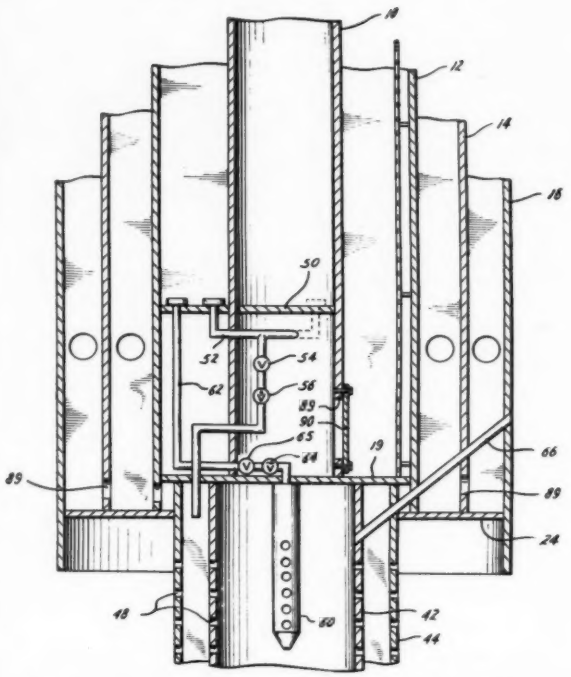

The above cross-section shows the hollow cellular construction of the caisson. This is the lower end of the caisson, and pictures an agitator nozzle (60) positioned inside the wall of the discharge nozzle.

New Caisson For Offshore

A new type caisson, one that may be built for any desired depth of water between 20 and 500 feet, and with a resistance to wave action of more than 1,000 tons, has been announced by the inventor, Ole Peterson of Many, La.

To be used for supporting and anchoring well-drilling equipment in marine oil operations, the caisson is of hollow construction and may be floated empty to the desired location, according to Mr. Peterson. There the caisson is filled with water, to sink it into position, after which penetration is obtained by jetting.

Penetration equal to one-half the depth of water is

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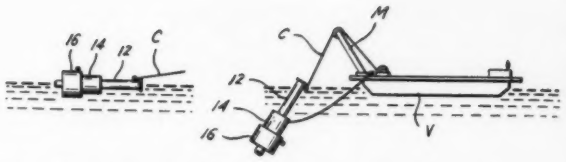


The above drawings represent the caisson in an empty position, being floated to an offshore location, and in a partially filled condition as it is lowered to the bottom.

recommended by Mr. Peterson. Stability depends on penetration, and height above the water is obtained by telescopic action. Mr. Peterson states that a drilling platform could be easily raised to a height of 100 feet above the water.

A further object of the invention is the provision of a caisson which may be easily withdrawn from the earth, after use, and recovered and transported to another location to be used again.

Jetting permits the caisson to penetrate the ocean floor as it is lowered without the use of any driving means to force the caisson into the bottom.

The bearing capacity of the caisson in muck is based upon skin friction obtained by depth and diameter of the pilot section, plus dewatering the caisson.

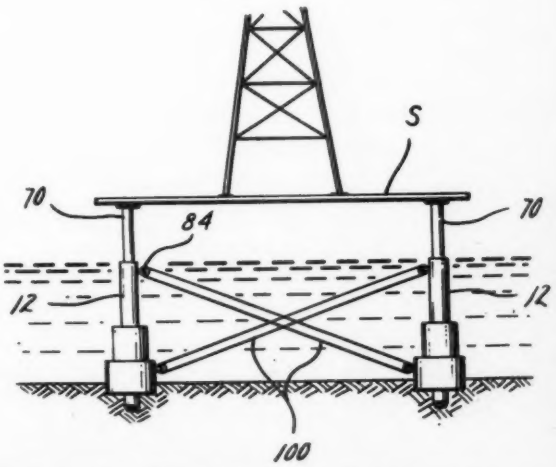
A caisson 128 feet long has a bottom diameter of 32 feet at the ocean floor and telescopes to a diameter of 8 feet. The caisson consists of four sections 32 feet in length, and one straight cylinder 100 feet in length which can push the pistons with platform or barge to a height of 50 feet with 50 feet remaining in the cylinder.

A caisson of this length has a buoyancy of 1200 tons, plus skin friction figured at 20 pounds per square foot, according to the inventor, making a total carrying capacity of 3500 tons per caisson.

Water pressure is employed both to jet the caissons into the ocean floor, and to raise the platform to the desired height above the waves. In the event the caissons cannot be freed by simpler means, the jets are again employed to cause a scouring action to loosen the earth about the lower end of the caisson to effect its release.

In the event a well is made the caissons, with their large reservoir capacity, may be used to store oil.

Additional information may be obtained by writing the inventor—**Ole Peterson, Many, La.**



This drawing shows a number of the caissons in an anchored position, supporting an elevated platform.

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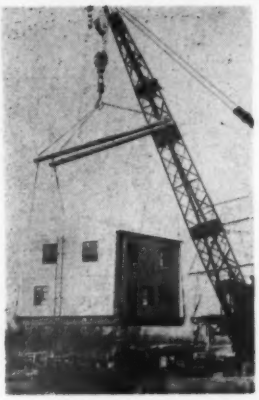

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Newly Designed Line Of Life Nets

A newly designed line of life nets has been announced for industrial use. The nets are constructed of ⅜-in. manila rope with a breaking strength of 1,350 lbs. The rope is chemically treated to make it water-repellant and mildew-proof. Border lines on all sides are ¾-in. manila rope. Nets are available with 4, 6, 8 or 12-in. squares, and are made to individual specifications for each job.

Patented L & S intersectional metal clamps strengthen the net, make every junction fireproof and waterproof, and keepts the net from curling and knotting. **E. D. Bullard Company, San Francisco, California.**

Booklet Of Rope Facts Offered

Cordage users will find the answers to a variety of questions in the new booklet published by the American Manufacturing Company, Brooklyn 22, New York. Attention is given to industrial, marine and farm consumers. Informative tables and pictures describe the products and their ability to meet varied demands. A new chapter has been added to provide information on synthetic fiber rope. The new product line includes Nylon, Polyethylene, Saran, Glass and Dacron Rope.

The major virtue of nylon rope is its elasticity which gives long life expectancy due to its ability to dampen and absorb shock. Polyethylene's claim to fame is that it is a non-absorbent fiber with a lower specific gravity than water. Floterope, as it's called, has been approved by the Coast Guard for use as life lines. Saran is designed for use where rope is subject to chemical corrosion and rot. Glass Rope has been developed for use in high temperature applications up to 1200° F. **American Manufacturing Company, Brooklyn 22, New York.**

New Oilfield Catalog And "Ton-Mile Caluculator"

A new 64-page catalog describes the correct use of wire rope in rotary drilling and cable tool drilling. The catalog contains extensive data and tabular materials of interest to all users of wire rope. Also included is a chapter on field troubles and their causes.

Included is a "Ton-Mile Calculator"—a slide chart which easily figures ton miles for all standard drill pipe sizes. **The Wire Rope Corporation of America, Inc., St. Joseph, Mo.**

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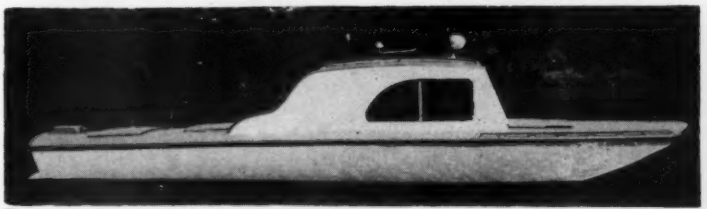

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The Slush Pit . . .

The doctor's new secretary, a conscientious girl, was puzzled by an entry in the doctor's notes on an emergency case: "Shot in the lumbar region," it said. After a moment she brightened and, in the interest of clarity, typed into the record: "Shot in the woods."

Little girl: "Give me a nickel's worth of those little boy chocolate dolls."
Clerk: "Why do you want the boy dolls?"
Little girl: "Cause I get more chocolate."

The burlesque queen woke up in jail to find herself fully clothed.
"Help, help!" she screamed. "I've been draped!"

Hotel manager: "Did you find any hotel towels in that man's suitcase?"
Hotel detective: "Nope, but I found a hotel chambermaid in his grip."

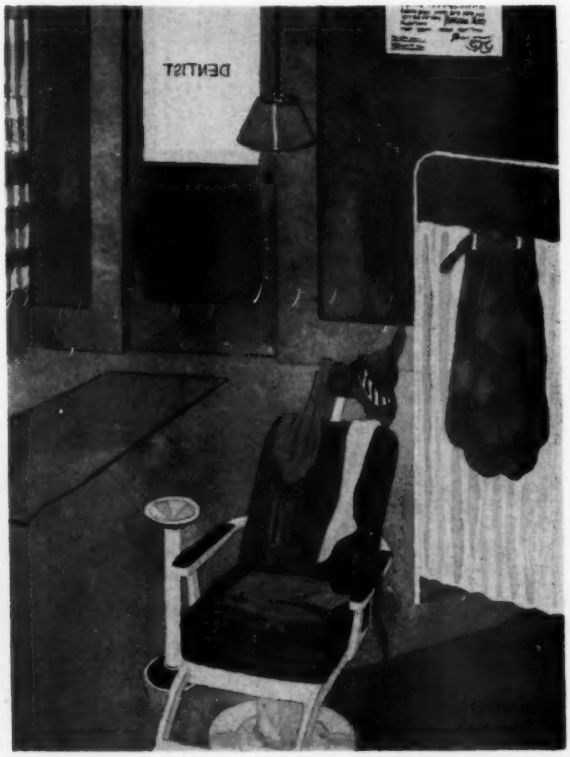
"When we were drilling over in the Persian Gulf I saw the screwiest bird. It lays square eggs and talks."
"No fooling! What does it say?"
"Ouch!"

"I'm losing my punch," said the girl, as she hurriedly left the cocktail party.

She talked in her sleep, so he sent her home to mutter.

Stenographer: "Oh, thank you for the lovely pearls!"
Employer: "Don't mention it. Don't mention it. Don't . . . ."

One skunk to another: "Do you feel well, dear? You smell faint."



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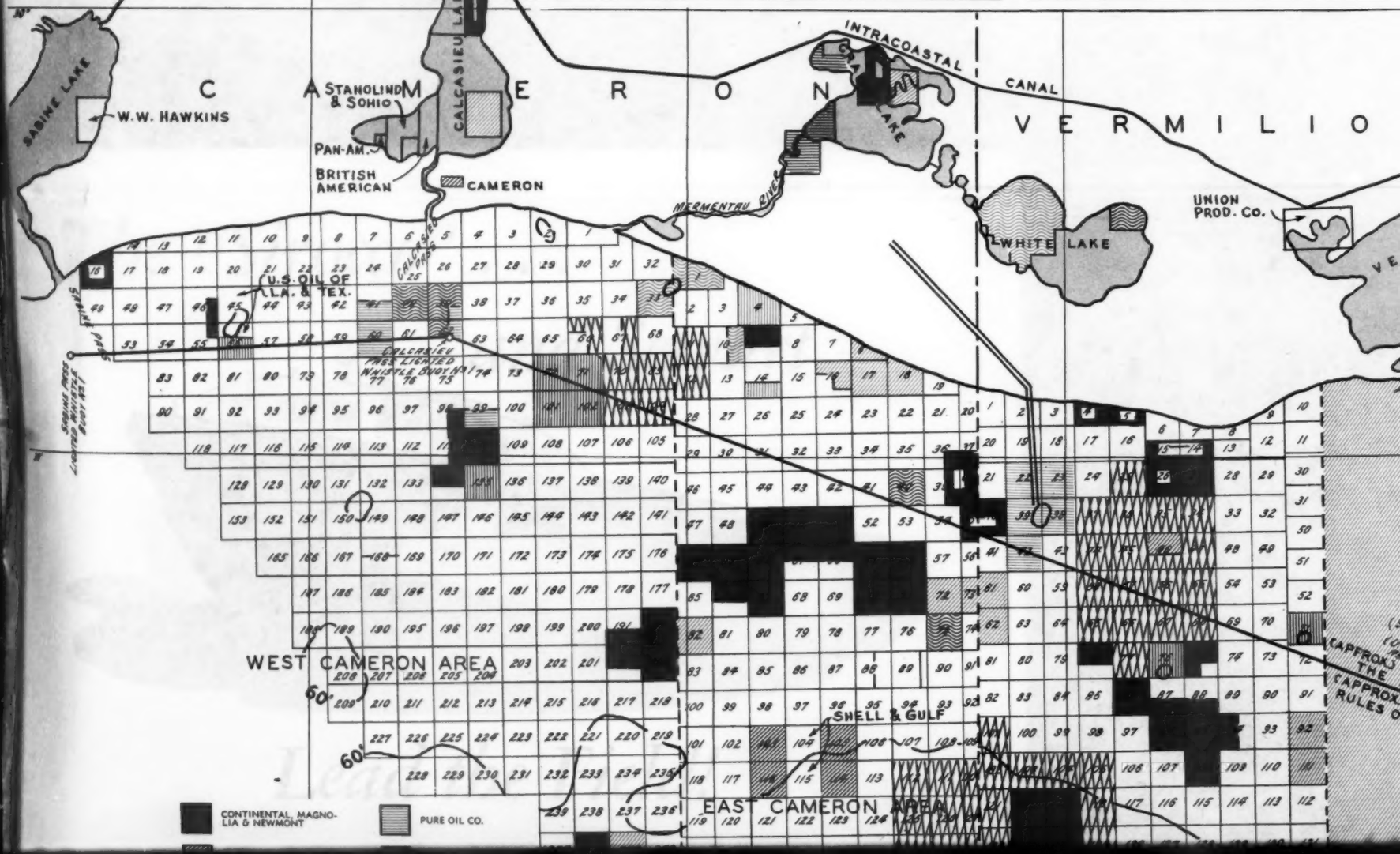

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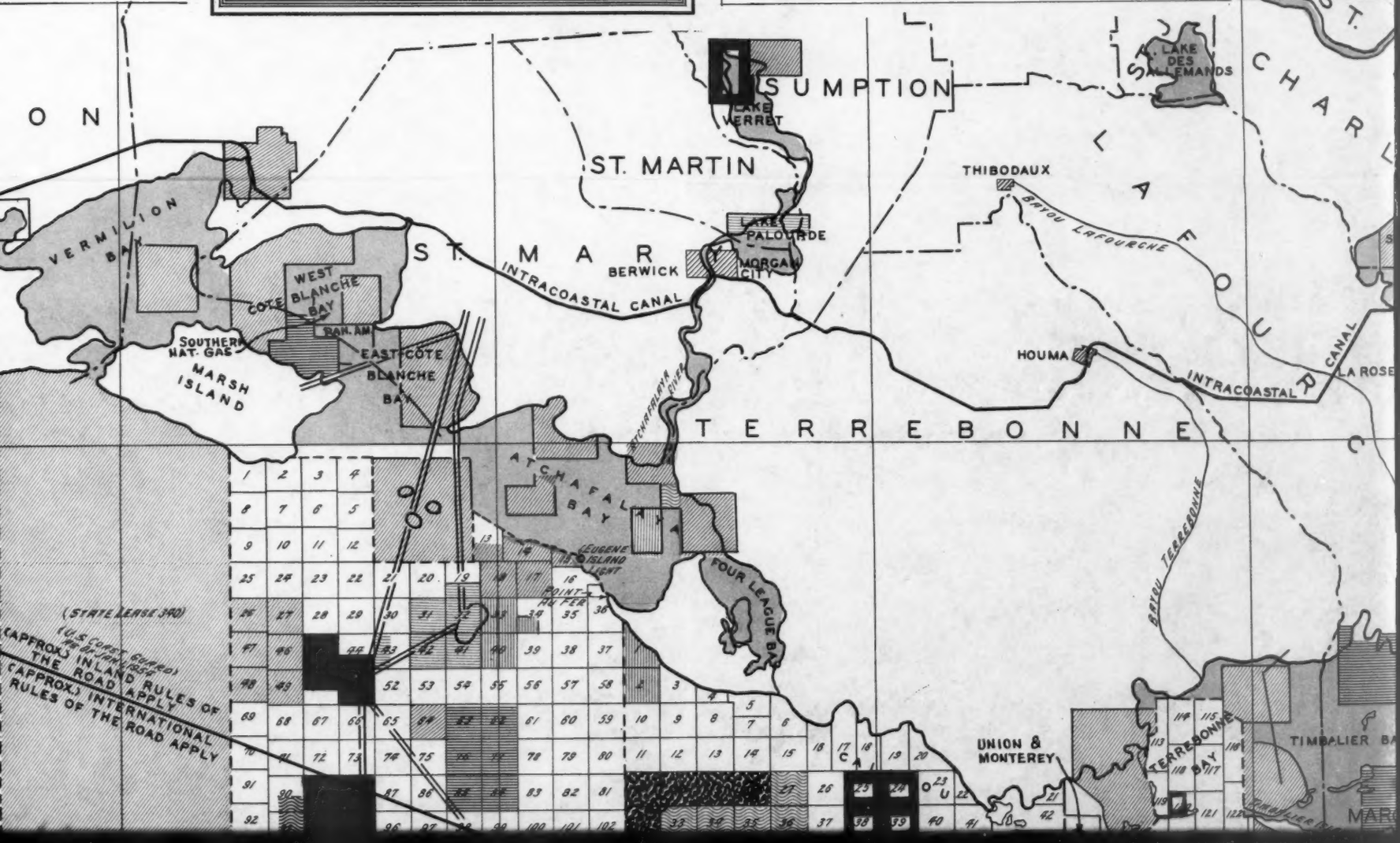

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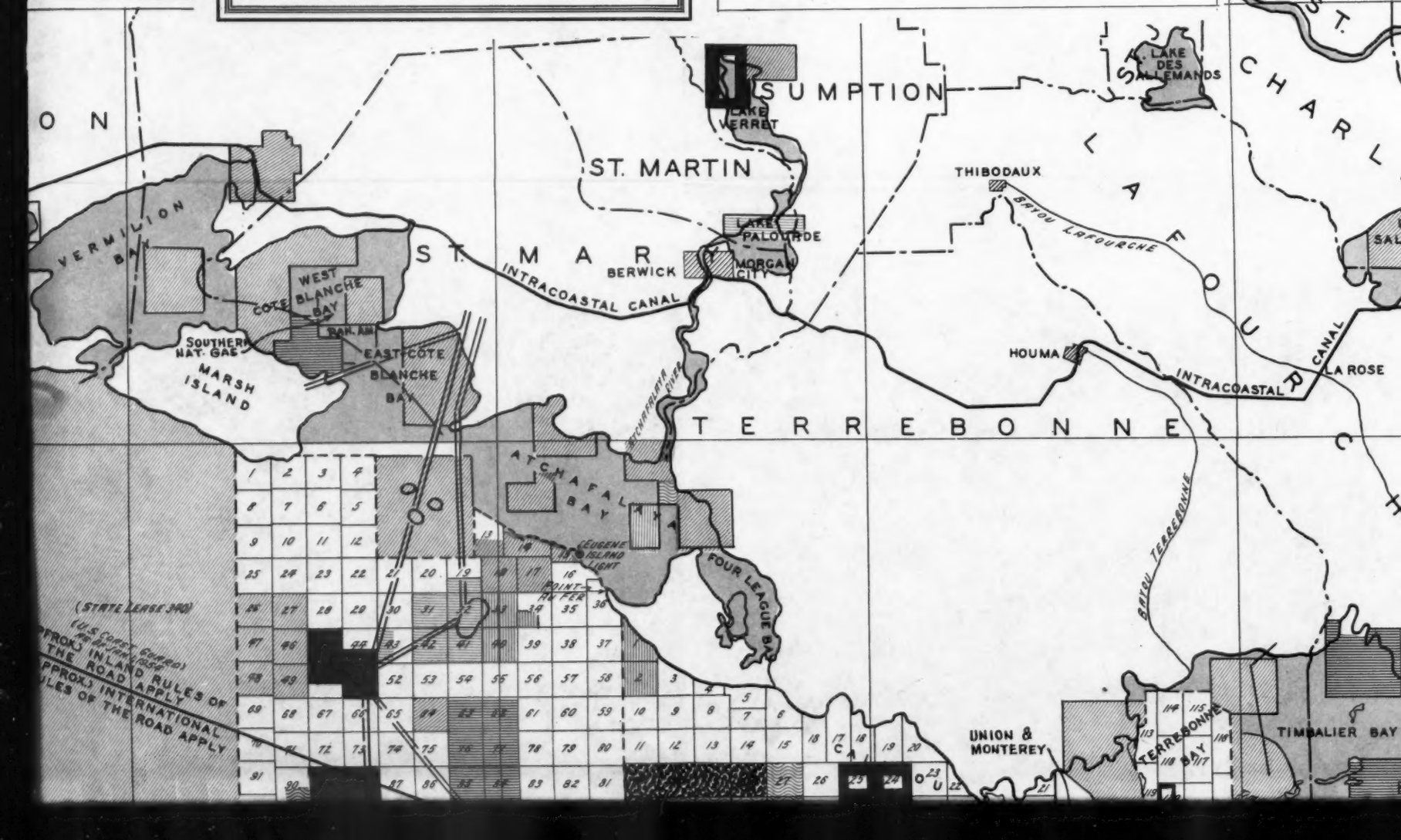

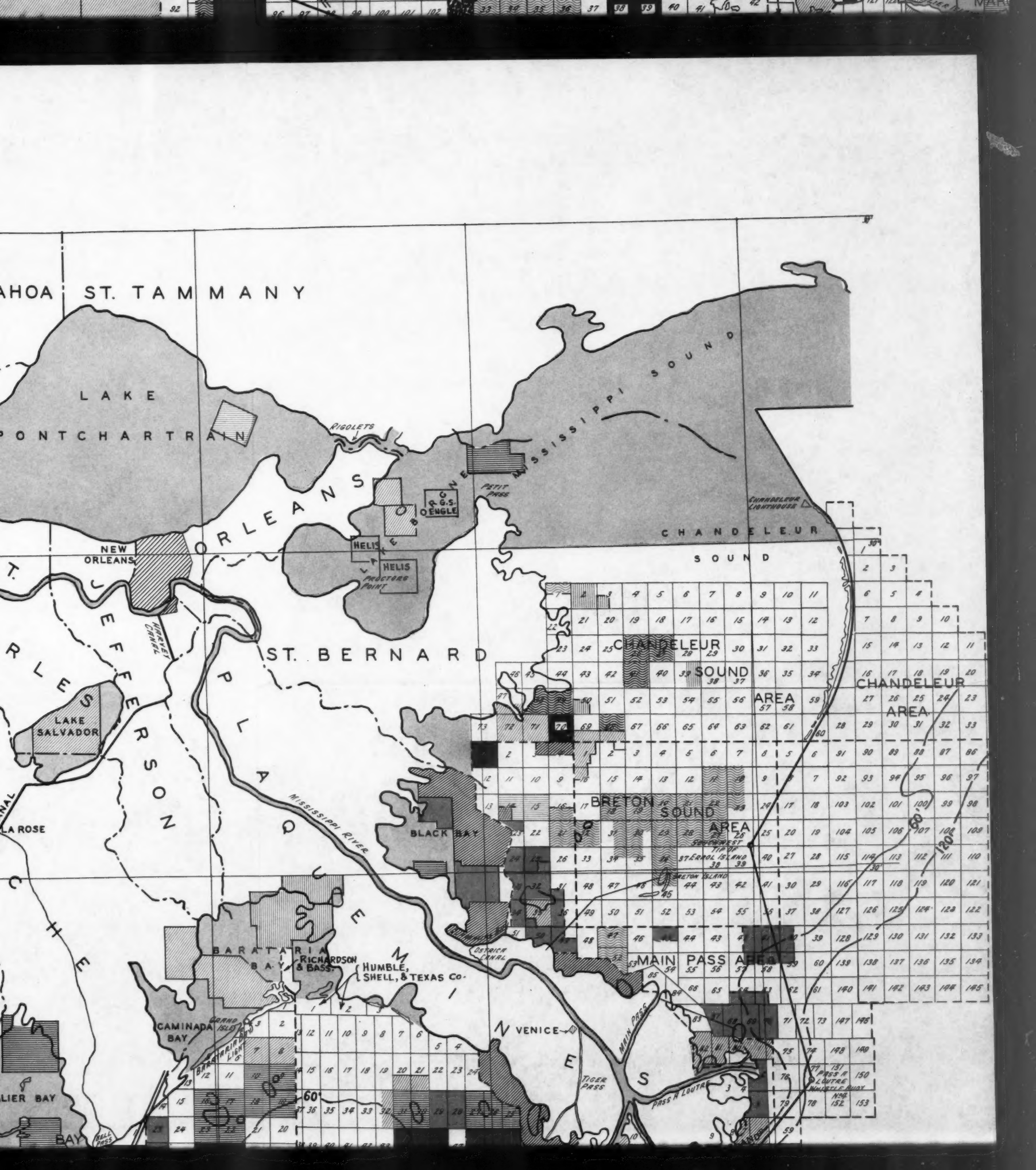
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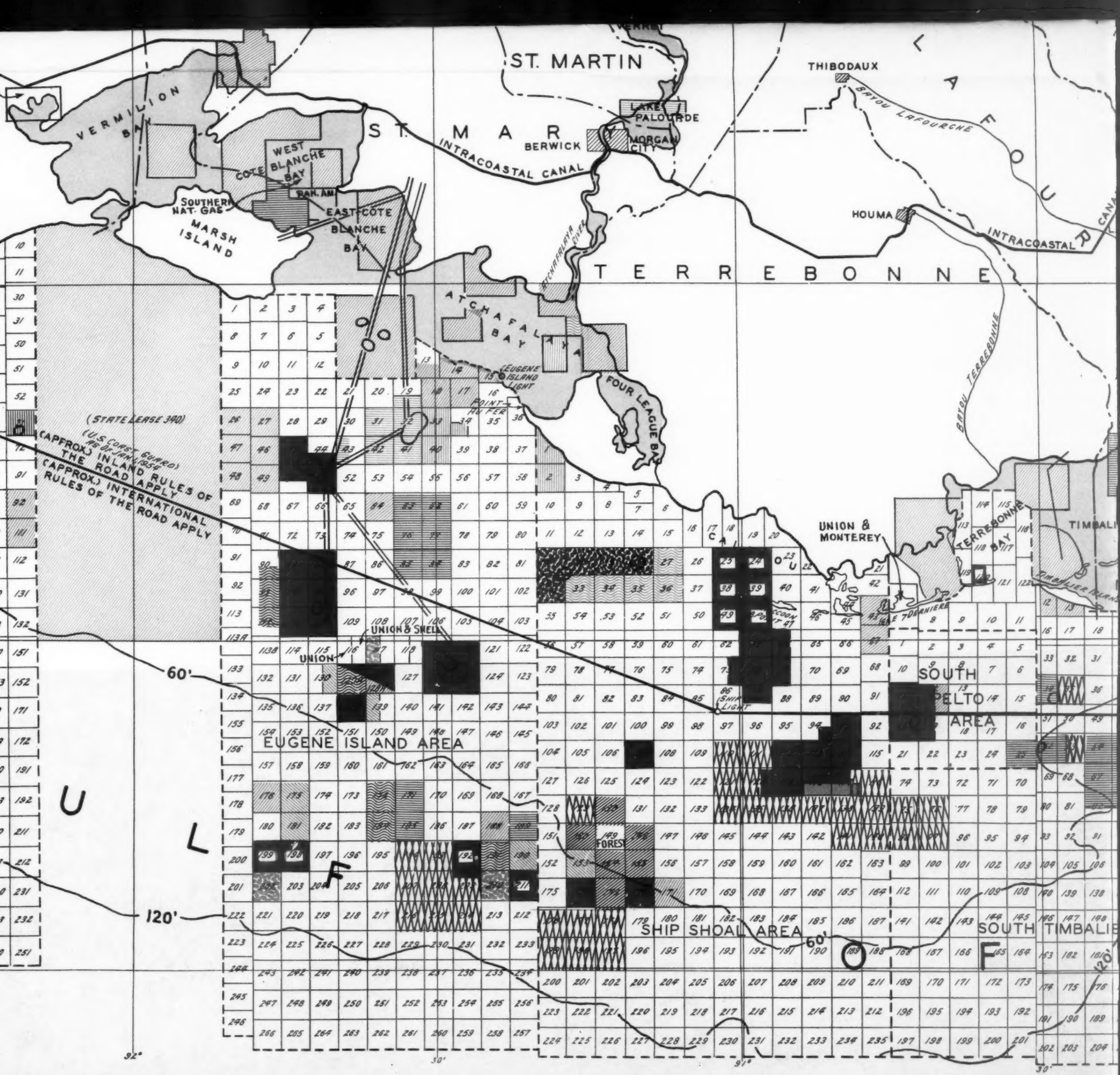
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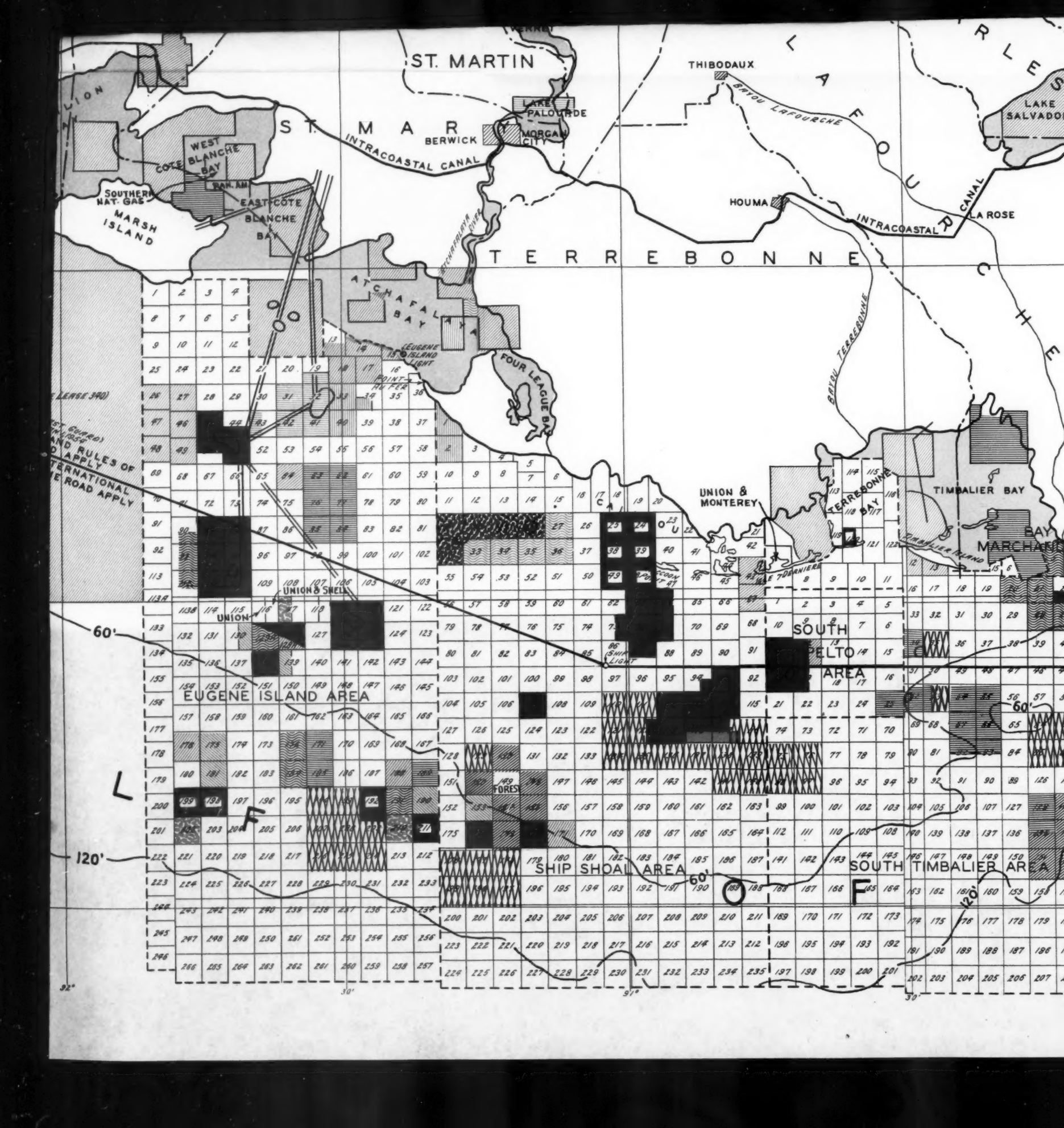
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BAYOU TERREBONNE
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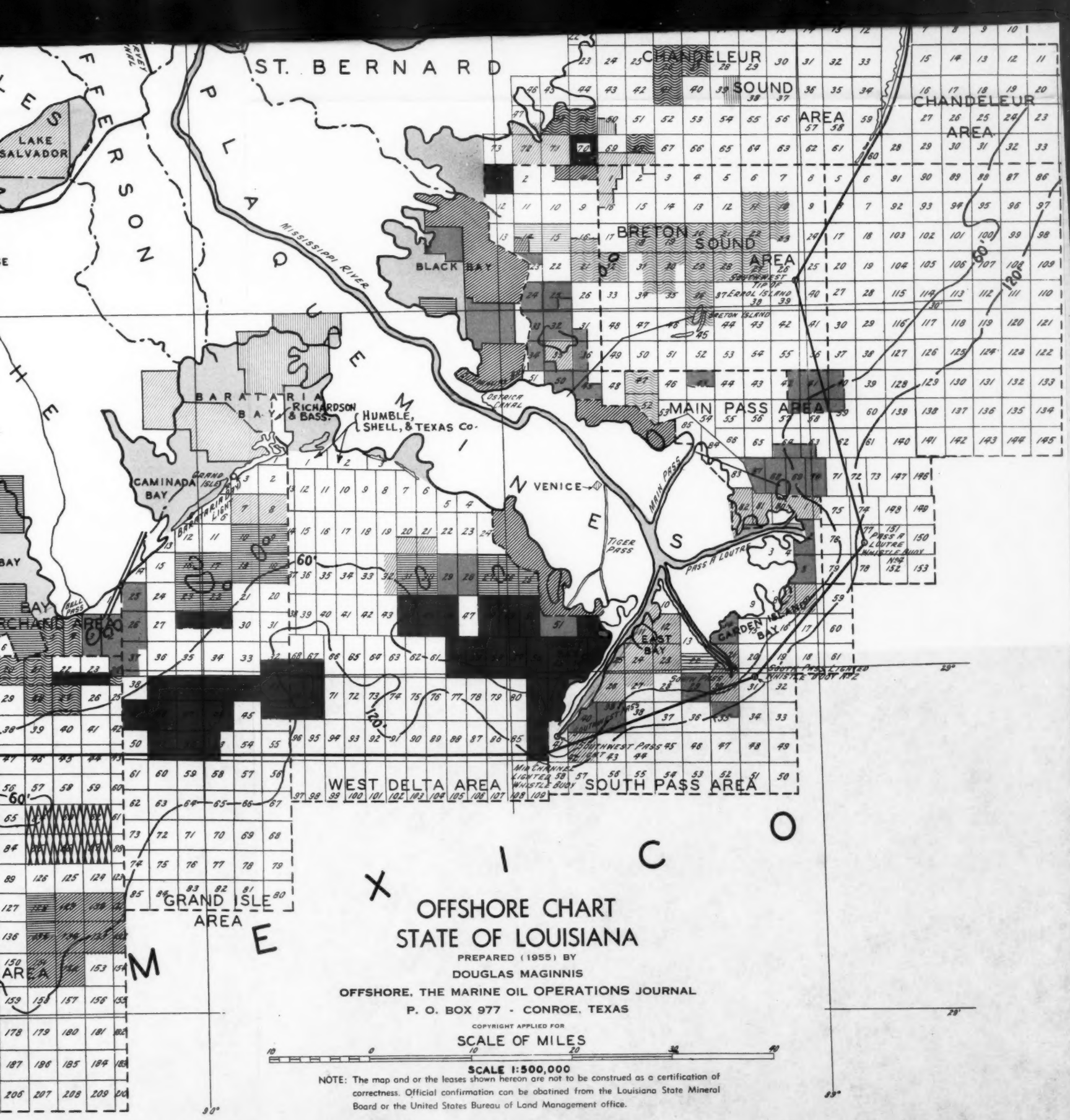

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STATE OF LOUISIANA

PREPARED (1955) BY

DOUGLAS MAGINNIS

OFFSHORE, THE MARINE OIL OPERATIONS JOURNAL

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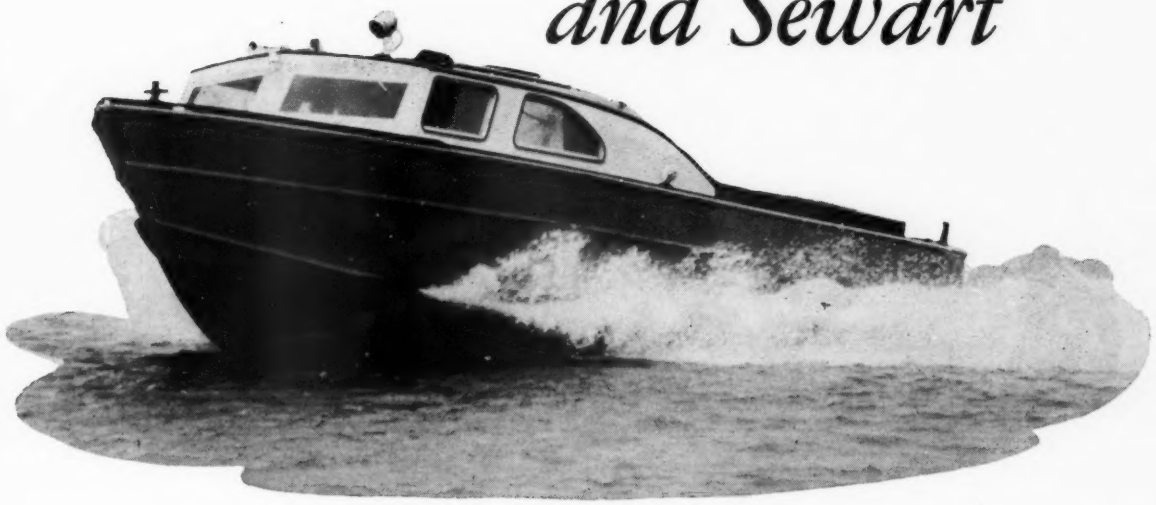
The "Sirocco" . . .

and Sewart



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